Deloitte
Haskins & Sells

1114 Avenue of the Americas
New York, New York 10036-7778
(212) 790-0500
International Telex: 66262
ITT Telex: 4995707

General Motors Corporation:

We have examined the Consolidated Balance Sheet of General Motors Corporation (the "Corporation") and consolidated subsidiaries as of December 31, 1987 and the related Statements of Consolidated Income and Changes in Consolidated Financial Position for the year then ended, and have issued our opinion thereon dated February 8, 1988. Our examination was made in accordance with generally accepted auditing standards and, accordingly, included such tests of the accounting records and such other auditing procedures as we considered necessary in the circumstances. We have not performed any auditing procedures beyond the date of our opinion on the 1987 financial statements; accordingly, this report is based on our knowledge as of that date and should be read with that understanding.

At your request, we have performed the procedures enumerated below with respect to the accompanying letter from Mr. F. A. Smith to the Regional Administrator, U.S. EPA Region V, dated March 30, 1988. It is understood that this report is solely for filing with the addressee of the accompanying letter, and is not to be used for any other purpose. The procedures that we performed are summarized as follows:

1. We compared the amounts included in items 6, 7, 8 and 11 under the caption Alternative I in the letter referred to above with the corresponding amounts in the financial statements referred to in the first paragraph.

2. We recomputed from, or reconciled to, the financial statements referred to in the first paragraph the information included in items 4, 5, 10 and 15 under the caption Alternative I in the letter referred to above.

Because the procedures referred to in the preceding paragraph were not sufficient to constitute an examination made in accordance with generally accepted auditing standards, we do not express an opinion on any of the information or amounts listed under the caption Alternative I in the aforementioned letter. In performing the procedures referred to above, however, no matters came to our attention that caused us to believe that the information or amounts included in items 4, 5, 6, 7, 8, 10, 11 and 15 should be adjusted.

Deloitte Haskins & Sells

March 30, 1988

ORIGINAL COPY OF LETTER AND ENCLOSURE (1987 ANNUAL REPORT) ARE FILED AT:

OHD 020 632 998
GMC BOC LORDSTOWN ASSEMBLY
LORDSTOWN, OHIO

C.2 Compliance/ Enforcement

JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF ENVIRONMENTAL QUALITY
LANSING DISTRICT OFFICE

STEVEN E. CHESTER
DIRECTOR

April 2, 2009

Mr. Pier Bollini
Delphi Automotive Systems
1101 North Center Road
Flint, Michigan 48556

Dear Mr. Bollini:

SUBJECT: February 19, 2009 Inspection—MID 980 568 570

On February 19, 2009, Department of Environmental Quality (DEQ) and United States Environmental Protection Agency (USEPA) staff conducted an inspection of the Delphi Flint East Wastewater Treatment Plant (hereafter Delphi or facility), located at 3026 Robert T. Longway Boulevard, Flint, Michigan, to evaluate compliance with Part 111, Hazardous Waste Management (Part 111) and Part 121, Liquid Industrial Wastes (Part 121), of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended; Subtitle C of the federal Resource Conservation and Recovery Act of 1976, as amended (RCRA); and any administrative rules or regulations promulgated pursuant to these Acts.

Mr. Duncan Campbell of the USEPA has the lead for this inspection and will notify Delphi of any violations of RCRA or Part 111.

Based upon information obtained and observations made during the inspection, DEQ staff determined that the facility is in compliance with the requirements of Part 121 that were evaluated.

If you have any questions, please feel free to contact me.

Sincerely,

William L. Yocum
Environmental Quality Analyst
Waste and Hazardous Materials Division
517-335-6218

cc: Duncan Campbell, USEPA Region 5

Land and Chemicals Division
RCRA Branch
Inspection Letter Signoff

Type of Document:
- ☐ Notice of Violation and Inspection Report/Checklist
- ☐ No Violation Letter and Inspection Report/Checklist
- ☐ Letter of Acknowledgment
- ☐ Information Request
- ☐ Return to Compliance

Facility Name and Location and Id: Delphi Automotive Systems Flint Mi MID 980 568 570

Assigned Staff: Dunlap **Phone:** 6-4555

Name	Signature	Date
Author		03/13/2009
~~**Regional Counsel**~~		
Section Chief	for P. Little	3/13/2009
Branch Chief		3/16/09

3/16

Directions/Request for Clerical Support:
After the Section Chief signs this sheet and original letter:

1. Date stamp the cover letter;
2. Make four copies of the contents of this folder:
   - One copy for the assigned staff;
   - One copy for the section file; and
   - One copy for the official file; Note: original inspection report goes into file room.
3. Make any additional copies for cc's or bcc's.
4. Mail the original certified mail and distribute office copies and cc's and bcc's.

Once the certified mail receipt is returned:

5. File the certified mail receipt (green card), with this sign-off sheet and the official file copy, and take to 7th floor RCRA file room.

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

MAR 23 2009

REPLY TO THE ATTENTION OF:
LR-8J

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Pier Bollini, Manager
Environmental, Health and Safety
Delphi Automotive Systems Corporation
Mail Code 485243320
1101 North Center Road
Flint, Michigan 48556

Re: Compliance Evaluation Inspection
EPA I.D. No.: MID 980 568 570

Dear Mr. Bollini:

On February 19, 2009, representatives of the U.S. Environmental Protection Agency and Michigan Department of Environmental Quality (MDEQ) inspected Delphi's wastewater treatment facility, located at 3026 Robert T. Longway Blvd., Flint, Michigan. The purpose of the inspection was to evaluate your wastewater treatment facility's compliance with the requirements of the Resource Conservation and Recovery Act (RCRA). Specifically, the applicable hazardous waste regulations set forth in Part 111, Rule 299.9301 et seq. of the Michigan Administrative Code. Enclosed please find a copy of EPA's inspection report.

This letter memorializes that EPA and MDEQ discovered that the wastewater treatment facility had stopped receiving wastewaters in the summer of 2008, and observed that Delphi had dismantled the trestle supporting the conveyance pipe which had transported process wastewaters from the Delphi plants on the north side of Robert T. Longway Boulevard to the wastewater treatment plant.

EPA did not identify any violations of the RCRA requirements under evaluation. However this determination does not limit the applicability of regulations under other environmental statues that were not evaluated on February 19, 2009. Please be advised that MDEQ may continue to evaluate Delphi's progress with the demolition of the former wastewater treatment facility and your compliance with Michigan's generator closure requirements.

If you have any questions or concerns regarding this inspection or letter, please contact Duncan Campbell of my staff, at (312) 886-4555.

Sincerely,

Willie H. Harris, P.E.
Chief, RCRA Branch
Land and Chemicals Division

Enclosure

cc: Bill Yocum, MDEQ-Lansing District

U.S. EPA REGION 5
WASTE, PESTICIDES AND TOXICS DIVISION
ENFORCEMENT AND COMPLIANCE ASSURANCE BRANCH

RCRA COMPLIANCE EVALUATION INSPECTION REPORT

FACILITY NAME: **Delphi Flint East - WWTP**

FACILITY U.S. EPA ID NO.: **MID 980 568 570**
FACILITY ADDRESS: 3026 Robert T. Longway Boulevard
Flint, Michigan 48506
delphi.com

FACILITY REPRESENTATIVE: Al Putney
Wastewater treatment facility contact

U.S. EPA REPRESENTATIVE: Duncan Campbell
U.S. EPA
RCRA Branch, Compliance Section 2
77 West Jackson Blvd (LR-8J)
Chicago, Illinois 60604
(312) 886-4555
campbell.duncan@epa.gov

DATE(S) OF INSPECTION: February 19, 2009

NAICS CODE: 221310 Wastewater treatment systems

Prepared by _____ Date 03/13/2009
Duncan Campbell

Received by _____ Date 03/13/2009
Paul Little

Purpose of Inspection

This inspection was an evaluation of Delphi Automotive Systems (Delphi) wastewater treatment plant's compliance with hazardous waste regulations found in Part 111 of the Michigan Administrative Code. This inspection was a U.S. EPA lead RCRA Compliance Evaluation Inspection (CEI).

Inspector
Duncan Campbell, U.S. EPA
Bill Yocum, MDEQ, Lansing District Office

Site Participants
Al Putney, Wastewater Treatment Contact

Introduction

On February 19, 2009, Messrs. Campbell and Yocum arrived at the former wastewater treatment plant at approximately 1:30 PM. The wastewater treatment plant had been part of an eight plant complex that covered approximately three square miles.

Messrs. Campbell and Yocum introduced themselves to Al Putney and showed him their inspector credentials. Mr. Campbell explained the purpose of EPA's inspection and the roll MDEQ would be playing in the inspection. Messrs. Campbell and Yocum were given a brief overview of the various manufacturing operations that had occurred upstream of the wastewater treatment plant at various locations on the north side of Robert T. Longway Boulevard. At one time this list included the manufacturing of gasoline engines and engine parts, electrical and electronic parts, fuel pumps, modules, spark plugs, plastic air cleaners, cruise circuit boards, oil filters, by-pass valves, gauges and instrument clusters. Mr. Putney explained that there were currently only two manufacturing operations (vehicle instrument cluster and modular reservoirs assemblies) being conducted in Plants 7 and 8.

Mr. Putney explained that the wastewater treatment facility had actively received process waters up until mid-summer of 2008. He informed the inspectors that Delphi had begun dismantling the wastewater treatment facility in the fall of 2008 and that the entire facility would be raised and all construction debris removed by summer of 2009.

Site Description

In 1995 the entire complex became the Delphi Automotive Systems. In 1999, General Motors spun Delphi off. Mr. Putney added that Plant 7 had been sold five years ago. The inspectors observed that most of Plants 2, 5, and 3, located on the expanse of land to the immediate north, and across Robert T. Longway Boulevard had already been raised. The inspectors also drove west along Davidson Road and observed that the Research and Development facility was actively being demolished at the time of the inspection.

Site Tour

Mr. Putney escorted Messrs. Campbell and Yocum to the decommissioned portions of the wastewater treatment facility. This included numerous steel tanks that had formerly been part of the treatment process. These tanks had been emptied of their contents, disconnected from the treatment train and partially dismantled. They will soon be taken down and sold as scrap metal. Mr. Putney then took Messrs. Campbell and Yocum into the treatment building and explained that most of the equipment had been taken out commission and had already been sold.

Mr. Putney pointed out to Messrs. Campbell and Yocum that conveyance piping which had transported all process wastewaters to the wastewater treatment plant had been dismantled and the trestle, above Robert T. Longway Boulevard, which connected the wastewater treatment plant to the upstream processes, had been removed.

The following areas were inspected:

Wastewater treatment building – the equipment will be removed and this building will be raised in the near future.

Treatment Tanks – these tanks were not in service at the time of the inspection. They will be removed from the premise and sold as scrap metal.

Office and Lab – there were no activities within this area and no generation of hazardous waste. Delphi had contracted for the removal of all lab chemicals in 2008. This building will be demolished in the near future.

Record Review

Messrs. Campbell and Yocum looked at the last manifest of hazardous waste that had been shipped off-site in March of 2008.

WDS Online
Site ID
Site Identification
CME
Compliance Actions
Evaluations
Violations
Manifests
Manifests
PCA
Authorized Waste Codes
Permitting
User Charges
User Charges

399037 / MID980568570 DELPHI AUTOMOTIVE SYSTEMS

Site Information

Site ID	MID980568570	**Site Legal Name**	DELPHI AUTOMOTIVE SYST
WMD ID	399037	**Site Specific Name**	DELPHI FLINT EAST-WWTP
District	LANSING		

NAICS Codes
336322 - Other Motor Vehicle Electrical and Electronic Equipment Manufacturing
336399 - All Other Motor Vehicle Parts Manufacturing
336312 - Gasoline Engine and Engine Parts Manufacturing

Location Address
3026 ROBERT T LONGWAY BLVD
FLINT, MI 48506
County: GENESEE
Country: U.S.A.

Mailing Address
3026 ROBERT T LONGWAY BLVD
FLINT, MI 48506
County: GENESEE
Country: U.S.A.

Previous Site Names

Name	In-Active Date	Legal
DELPHI ENERGY & ENGINE MGMT SYSTEMS	3/26/2002	No
DELPHI ENERGY & ENGINE MGMT SYSTEMS	3/26/2002	Yes

Site Owners / Operators

Name	Org Type	Active	Inactive	Owner
DELPHI FLINT EAST - WWTP	Private	5/28/1999		Yes
GMC AC DELCO SYSTEMS DIV WASTE TRMT PLT	Private	1/1/1999	5/28/1999	Yes
GMC AC SPARK PLUG DIV WASTE TREATMENT	Private	7/30/1917	5/28/1999	No

Current Site Activities

Discovery Date	Source	Activity
2/26/2008	Biennial Reporting (Site)	**Hazardous Waste Activities** Large Quantity Generator **Liquid Industrial Waste Activities** LIW Generator

+ click to expand **Previous Site Activities**

Site Comments

Date	Type	Comment
3/19/2008	111/121-HW/LIW	ASSIGNED LAT / LON COORDINATES BASED ON SITE LOCAL JRL
2/26/2008	111/121-HW/LIW	2007 BIENNIAL REPORT - DELPHI AUTOMOTIVE SYSTEMS LL REPORTED THEY ARE AN LQG AND A LIW GENERATOR-ES.
2/28/2006	111/121-HW/LIW	2005 BIENNIAL REPORT - FACILITY INDICATED THEY REMAI AN LQG AND A LIW GENERATOR-ES.
3/16/2004	111/121-HW/LIW	Entered site activity per 2/27/04 notification from invoice/bie report and correct site specific name - EAB
5/13/2003	111/121-HW/LIW	SQG VERIFICATION - CORRECTED SITE SPECIFIC NAME, MA

Bill Yocum 517-335-6246 Yocum.w@Michigan.gov

02/01/09

03/15/09

		ADDRESS, EVERYTHING ELSE THE SAME - GEK
11/1/2002	111/121-HW/LIW	SITE IDENTIFICATION TO CORRECT # OF EMPLOYEES, AND LIW GENERATOR TO GENERATOR STATUS-ES.
2/27/2002	111/121-HW/LIW	2001 BIENNIAL REPORT - CHANGE LEGAL/SITE NAMES-ES.
3/27/2001	111/121-HW/LIW	PER SUB NOTIFICATION, NEW COMPANY NAME, NEW OWNEI CONTACT PERSON, CHANGE OF STATUS FROM SQG TO LQG. JDL. 2/28/00-CHANGED contact and phone-db

State of Michigan
Department of Environmental Quality

Manifest Detail Inquiry

.....Starting Manifest Date=1/1/2006.....Ending Manifest Date=1/1/2009.....Generator=MID980568570 - DELPHI AUTOMOTIVE SYSTEMS LLC

Manifest No	Generator ID	TSD ID	Curr Micro / Original Micro	Trans 1 / 2	Date	Lot	Waste Number	Total Quantity	U of M	Equivalent Tons
GEN - 001233001FLE	MID980568570	MID000724831	20861179 / 20861179	MID106869506	11/3/2006	001	F006	760	Gallons	3
TSD - 001233001FLE	MID980568570	MID000724831	20730685 / 20730685		11/3/2006	001	F006	760	Gallons	3
GEN - 001884080JJK	MID980568570	MID000724831	20831533 / 20831533	MI0000263871	12/27/2006	001	F006	13	Tons	13
TSD - 001884080JJK	MID980568570	MID000724831	21282632 / 21282632		12/27/2006	001	F006	13	Tons	13
GEN - 001893808JJK	MID980568570	MID000724831	21180951 / 21180951	MI0000263871	6/14/2007	001	F008	30	Cubic Yards	30
TSD - 001893808JJK	MID980568570	MID000724831	21151491 / 21151491		6/15/2007	001	F006	30	Cubic Yards	30
GEN - 002843650JJK	MID980568570	MID000724831	21630280 / 21630280	MI0000263871	12/3/2007	001	F006	30	Cubic Yards	30
TSD - 002843650JJK	MID980568570	MID000724831	21502474 / 21502474		12/3/2007	001	F006	30	Cubic Yards	30
GEN - 002846242JJK	MID980568570	MID000724831	21630279 / 21630279	MI0000263871	10/30/2007	001	F006	30	Cubic Yards	30
TSD - 002846242JJK	MID980568570	MID000724831	21412752 / 21412752		10/30/2007	001	F006	30	Cubic Yards	30
GEN - 002862479JJK	MID980568570	MID000724831	21630278 / 21630278	MI0000263871	7/18/2007	001	F006	30	Cubic Yards	30
TSD - 002862479JJK	MID980568570	MID000724831	21210648 / 21210648		7/19/2007	001	F006	30	Cubic Yards	30
GEN - 002862673JJK	MID980568570	MID000724831	21630277 / 21630277	MI0000263871	9/18/2007	001	F006	30	Cubic Yards	30
TSD - 002862673JJK	MID980568570	MID000724831	21331315 / 21331315		9/18/2007	001	F006	30	Cubic Yards	30
TSD - 002875590JJK	MID980568570	MID000724831	21861327 / 21861327		6/30/2008	001	F006	30	Cubic Yards	30
GEN - 004685321JJK	MID980568570	MID000724831	22061311 / 22061311	MI0000263871	9/19/2008	001	F006	30	Cubic Yards	30
TSD - 004685321JJK	MID980568570	MID000724831	22011853 / 22011853		9/15/2008	001	F006	30	Cubic Yards	30
TSD - 004693900JJK	MID980568570	MID000724831	22180902 / 22180902		12/18/2008	001	F008	30	Cubic Yards	30
GEN - MI10081109	MID980568570	MID000724831	20142536 / 20142536	MI0000263871	2/6/2006	001	F006	30	Cubic Yards	30
TSD - MI10081109	MID980568570	MID000724831	20161641 / 20161641		2/6/2006	001	F006	30	Cubic Yards	30
GEN - MI10082939	MID980568570	MID000724831	20142537 / 20142537	MI0000263871	1/12/2006	001	F006	30	Cubic Yards	30
TSD - MI10082939	MID980568570	MID000724831	20100422 / 20100422		1/12/2006	001	F006	30	Cubic Yards	30
GEN - MI10084435	MID980568570	MID000724831	20320377 / 20320377	MI0000263871	5/2/2006	001	F006	30	Cubic Yards	30
TSD - MI10084435	MID980568570	MID000724831	20341502 / 20341502		5/5/2006	001	F006	30	Cubic Yards	30
GEN - MI10085608	MID980568570	MID000724831	20211408 / 20211408	MI0000263871	3/1/2006	001	F006	30	Cubic Yards	30
TSD - MI10085608	MID980568570	MID000724831	20241830 / 20241830		3/2/2006	001	F006	30	Cubic Yards	30
TSD - MI10085821	MID980568570	MID000724831	20241626 / 20241626		3/17/2006	001	F006	30	Cubic Yards	30
GEN - MI10276993	MID980568570	MID000724831	20462451 / 20462451	MI0000263871	6/22/2006	001	F006	30	Cubic Yards	30
TSD - MI10276993	MID980568570	MID000724831	20442154 / 20442154		6/22/2006	001	F006	30	Cubic Yards	30

Delphi Automotive Systems Corporation

Address:
5725 Delphi Drive
Troy, Michigan 48098-2815
U.S.A.

Telephone: (248) 813-2000
Fax: (248) 813-2670
http://www.delphiauto.com

Statistics:
Public Company
Incorporated: 1998
Employees: 211,000
Sales: $29.14 billion (2000)
Stock Exchanges: New York
Ticker Symbol: DPH
NAIC: 336312 Gasoline Engine and Engine Parts Manufacturing; 336322 Other Motor Vehicle Electrical and Electronic 33633 Motor Vehicle Steering and Suspension Components (Except Spring) Manufacturing; 33634 Motor Vehicle Brak Manufacturing; 33635 Motor Vehicle Transmission and Power Train Parts; 336399 All Other Motor Vehicle Parts Manu 54171 Research and Development in the Physical, Engineering, and Life Sciences

Company Perspectives:
Achieving optimum performance requires system expertise.
An automotive vehicle, in its most basic form, is a group of interacting systems. That's why we believe it's critical t and manufacture each component and module as part of the integrated system in which it operates. We call it the Automotive Systems approach.
After ensuring that each system is integrated with other related systems, we use our extensive experience in the au industry to meet your vehicle's space/weight restrictions, mechanical interfaces, assembly processes, human ergon requirements, environmental exposure parameters and service procedures. As a result, the benefits you will gain fr partnering with Delphi Automotive Systems are: fully integrated technology; quality components, systems and modu lower-cost assembly; better inventory control.

When you put it all together, the Delphi Automotive Systems approach ensures a perfect match between componen and the vehicles in which they are used.

Key Dates:
1888: Delphi Auto's earliest predecessor is founded.
1991: GM organizes parts holdings into Automotive Components Group.
1992: J.T. Battenberg, III, takes the helm at ACG.
1995: ACG is renamed Delphi Automotive.
1996: Delphi institutes lean manufacturing practices.
1997: GM's Delco Electronics is transferred to Delphi.
1999: Delphi is spun off from GM.
2001: Delphi plans to cut 5.5 percent of workforce (11,500 jobs).

Company History:

Delphi Automotive Systems Corporation is the world's largest and most diversified manufacturer of automobile comp was spun off in the mid-1990s from the world's largest manufacturer of automobiles, General Motors (GM), which st for 70 percent of its business in 2000, although it counts all of the world's manufacturers of light vehicles among its vast enterprise, occupying 190 factories in 31 countries, claims an invention a day, a new product or process every percent of the company's workforce is based outside North America.

Origins

Delphi Automotive traces as its earliest antecedent the New Departure Bell Company, founded in Bristol, Connectic to manufacture the earliest known doorbell-ringing device. The company's talent for innovation soon extended to transportation, with the 1897 introduction of the first bicycle coaster brake.

Other Delphi predecessors have been involved in automobile lighting since 1906 and manufacturing wooden auto bo beginning in 1908. In 1908, Albert Champion, who had been making spark plugs in America since 1899, joined Buick make spark plugs in the AC Spark Plug Division, which was acquired by General Motors founder Billy Durant in 1909. acquired Dayton Engineering Laboratories, which would become Delco, in 1914.

The self-starting engine, introduced in 1912 by Charles F. ("Boss") Kettering and first installed on Cadillac cars, free from having to hand crank their engines. Frank and Perry Remy (dynamos and magnetos), Packard, Harrison, and Al (GM president) are other automotive pioneers whose stories form part of Delphi's earliest beginnings.

Other pre-Delphi innovations included the Ring Terminal, developed in 1930; the first car radio (1936); the first rad mechanical push-button presets (1939); and safety power steering (1951). Delphi's predecessors revolutionized autc conditioning in 1954 by collecting all components under the hood for the first time. The first production airbag syst in 1973. Rack and pinion steering followed the next year.

Grouping Operations in 1991

In 1991, General Motors organized its many separate parts operations--spread across some 200 plants--into its Autoı Components Group (ACG). Sales were $19.3 billion in 1991, but the unit posted significant losses. GM officials decid noncore businesses, a process that would take three years to complete. Operations that were sold were those that vacuum pumps, radiator caps, small motors and actuators, starter motors, generators, wiring, rear axles, and magn together accounted for about $3.5 billion in sales. Lighting, chassis, environmental systems, batteries, engine mana seating operations were retained.

These divestments were the first stage of an historic shift away from vertical integration at General Motors, a comp once produced even the smallest parts for its cars. GM lagged rivals Ford and Chrysler in making the change to lowe outside suppliers, which typically were not unionized.

A new group of managers was placed in charge of ACG in 1992. The new CEO, J.T. Battenberg, III, had risen throug of engineering positions at GM. Battenberg led the restructuring, persuaded his superiors to create a new headquar in the Detroit suburbs, and came up with the group's new name. ACG was renamed Delphi Automotive in January 19

Duncan
Campbell/R5/USEPA/US

03/12/2009 11:09 AM

To

cc

bcc

Subject

A Delphi spokesman says 115 acres of buildings will meet the wrecking ball starting Monday. The job will be performed by Adamo Contractors, the same group that tore down Chevy in the Hole. Its spokesman says 90 percent of the materials will be recycled.
A city official says neighbors might not notice the demolition right away.
"They're gonna start tearing the building down from the inside out, so that any dust that might be blowing around in the surrounding neighborhoods, that we keep that down to a minimum, so they remove the exterior walls last," said Flint Transportation Department's John Carpenter.
In its heyday, 13,000 workers were employed at the site. That number has dwindled to just 1,100. They'll continue to make instrument clusters and fuel parts. The Sloan Museum will receive parts from the clock tower and some of the tiles from the plant.
When demolition is complete, it'll be a flat piece of concrete.
"So that in the event that this site can be -- and it will be someday, maybe not in our time -- but it will be a valuable site for manufacturing, we want to make sure it's as user friendly as it could be," Carpenter said.
Carpenter used to work in the administration building in the '70s.
He says Flint Mayor Don Williamson feels it's time the site was cleaned up so that something new can one day be built there.

Adamo Demolition Co
300 East 7 mile Road
Detroit, MI 48203

56299

DELPHI

Flint Operations
Flint, Michigan

ACHIEVEMENTS

Following the framework of the Delphi Manufacturing System, Flint Operations has demonstrated leadership, excellence, and success in implementing lean manufacturing principles and processes. The following accomplishments have been realized:

Health & Safety

- Multiple National Safety Council Awards
- Achieved over 1,000,000 hours without lost time.

Quality

- Warranty for instrumentation products improved from 9.3 incidents per thousand vehicles to 5.4 from 1999 to 2001. Improvement trend continued in 2002. This performance represents "world class" for the product line.
- 52% improvement in customer returns from 1999 to 2001. Positive trend continued into 2002 and 2003.

Delivery

- On-time delivery of original equipment manufacturers' products improved from 76% in 1999 to 93.4% in 2002.
- On-time delivery for service parts improved from 90% in 1999 to 94.2% into 2002, with sustained periods at the target 100%.
- Premium shipment incidents reduced 68% from 1999 into 2002.

Cost

- Manufacturing total cost per unit improved 17% from 1999 into 2002.
- Total headcount reduced 34% between 1999 and 2002 while maintaining approximately the same volume of final product.
- Total manufacturing expense reduced from $182 million in 1999 to $129 million in 2002.
- Productivity, measured in units produced per labor hour, improved 45% over the period from 1999 into 2002.
- Material inventory value reduced from $17 million in 1999 to $11 million through 2002.
- Inventory turns have increased from 19.5 in 2001 to 25.9 in 2002.
- Improvement continues, with turns at 27.5 thus far in 2003.

PEOPLE

Approximately one thousand (1000) employees proudly represented by United Automotive Workers Local 651 work in Delphi Flint Operations Plant 43, supported by approximately one hundred (100) salaried employees. Additional technical support is available in the Flint Technical Center and engineering facility located in close proximity to the manufacturing plant.

Leadership of Flint Operations is jointly owned by management and the local UAW. Management and union leaders convene weekly to review performance, check priorities, and assign resources. On a daily basis the leadership team comes together to review quality performance and customer satisfaction in a morning session on the factory floor. At the end of the day, the team returns for a review of equipment uptime and productivity.

Under the umbrella of the UAW-Delphi Quality Network, formal joint union and management teams include a Health & Safety Review Board, an Employee Suggestion Program, an Ergonomics Committee, and five Planned Maintenance Teams.

Employee involvement is evident in all improvement efforts. Employees close to the change are particularly engaged in the change process. They are involved in the design of the project and in the evaluation of "what works and what doesn't".

PROCESS

The principles of the Delphi Manufacturing System (DMS) form the basis for all improvement activity at Flint Operations. The six interdependent elements of DMS provide the roadmap:

- Employee Environment & Involvement
- Workplace Organization
- Quality Systems
- Operational Availability
- Material Movement
- Flow Manufacturing

PRODUCT

Flint Operations is among the world's largest producers of vehicle instrumentation (speedometers; tachometers; fuel, temperature, voltage, and oil gauges). While most of Flint's products are installed in General Motors' cars and trucks, Plant 43 also supplies Harley-Davidson with instrument cluster assemblies and individual gauges for its line of premium motorcycles. Flint's newest venture is the electronics and controls for the Segway Human Transporter. Subassemblies and components are supplied to various other customers.

Delphi's instrumentation product line is high in electronic content. Flint Operations, therefore, is focused on electronic circuit board assembly. Supporting the electronics areas are injection molding, subassembly, and final assembly areas.

PLANT

Flint Operations is housed in what originally was the AC Spark Plug Division of General Motors. In 1919 the company finished developing and began manufacturing automotive speedometers. In 1927 other instruments followed: ammeters, oil gauges, water temperature gauges, and tachometers. In the 1960s, with the introduction of the "pillar-to-pillar" instrument panel, the product line outgrew its original facility and expanded to the current facility.

During the 1970s and 1980s the product line grew in volume and revenue, free from any significant competition. By 1990 the global supplier picture changed, and competitive pressures developed. Customers began to aggressively search for the best value. Flint recognized that it had to change from its high-volume, high-labor, high-cost manufacturing tactics to small-lot, flexible, lean practices.

Today assembly is performed in small flexible cells. Workstations are on wheels. Utilities are provided through quick disconnects. Incoming and outgoing material moves constantly in small lots.

ABOUT DELPHI

Delphi is a world leader in mobile electronics and transportation components and systems technology. Multi-national Delphi Conducts its business operations through various subsidiaries and has headquarters in Troy, Mich., USA, Paris, Tokyo and São Paulo, Brazil. Delphi's two business sectors - Dynamics, Propulsion and Thermal Sector and Electrical, Electronics, Safety & Interior Sector - provide comprehensive product solutions to complex customer needs. Delphi has approximately 192,000 employees and operates 176 wholly owned manufacturing sites, 42 joint ventures, 53 customer centers and sales offices and 32 technical centers in 41 countries. Delphi can be found on the Internet at www.delphi.com.

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Delphi, GM Slate Plants for Closure and Sale

By **L. Vincent Poupard**

I received a copy from a friend that holds a prominent position in the UAW of the future of the Delphi plants in the United States. At this point, few media organizations have the list that has many Delphi/UAW members trying to get their hands on a copy.

Delphi has been stating for the last two years that it is going to keep some of their core plants. These plants either make materials that Delhi wants to continue to make, or can easily be modified to create important parts in the near future.

Delphi will keep the following plants open:

Grand Rapids, Michigan

Kokomo, Indiana

Rochester, New York

Lockport, New York

In an attempt to cover some of the costs that General Motors has acquired during the ordeal with Delphi, Delphi will transfer three plants to General Motors. General Motors will then sell these plants.

General Motors will sell these plants:

Saginaw Break and Chassis in Saginaw, Michigan

Flint, Michigan

Dayton, Ohio

There are some plants that Delphi will sell. These plants manufacture parts that Delphi no longer wants to handle.

Delphi will sell:

Saginaw Steering in Saginaw, Michigan

Adrian, Michigan

Sandusky, Ohio

Cottondale, Alabama

There have been many companies that have become interested in some of the Delphi plants. Some of these companies are looking into expanding into the auto industry, while others are trying to gain a stronger footing in the industry.

There are also nine plants that will be closing sometime soon in the future. These plants manufacture items that auto manufacturers are going to purchase at other locations.

Delphi will be closing these plants:

115 ACRES

Coopersville, Michigan

Columbus, Ohio

Milwaukee, Wisconsin (Two locations)

Anderson, Indiana

Wichita Falls, Texas

Athens, Alabama

Fitzgerald, Georgia

Laurel, Mississippi

Otathe, Kansas

The UAW just reached an agreement with Delphi, which will include drastic pay cuts for the union workers of the company. Many Delphi union workers qualify for buyout packages that the new agreement calls for.

There have been tensions between Delphi and the UAW ever since Delphi filed for bankruptcy protection a few years ago. At that time, Delphi CEO, Steve Miller made statements that most UAW workers were uneducated and did not deserve the pay that they received. This angered many in the UAW.

The CEOs of many other auto supply companies tried to distance themselves from Steve Miller because of his statements. They did not want to look bad in the eyes of the UAW if they were to try to show Miller friendship.

The source of this documentation wishes to stay silent.

LoopNet

Industrial Property For Sale - Delphi Tech Center

3224 Davison Rd, Flint, MI, 48556

Delphi Tech Center
3224 Davison Rd
Flint, Michigan 48556
County: Genesee

Contact information for this listing was not made available by th
searching our hundreds of thousands of other listings available

Photos

For Sale	Active
Property Use Type:	Vacant/Owner-User
Type:	Industrial R&D
Building Size:	405,374 SF
Occupancy:	100.00%
Price:	N/A
Price/SF:	N/A
Year Built:	1951
Date Last Verified:	2/21/2009
Property ID:	15491693

Op

Additional Information

Property Description:
Low price per foot. Building offers use for engineering, production and testing. Very well maintained. Possible lease.

Location Description:
I-475 & Davison Road.

Highlights

- Industrial Clear Ht Max: 22'
- Industrial Sprinkler: Yes
- Office SF: 233722

MOTION CARRIED UNANIMOUSLY

III. OPPORTUNITY FOR INDIVIDUALS TO ADDRESS THE COMMITTEE

None.

IV. DELPHI AUTOMOTIVE GROUP RECYCLING ACTIVITIES

Mr. Bollini presented Delphi East & West (Flint Plants) Waste & Recycling Operations. Mr. Bollini stated that the plants are part of an Automotive Holdings Group that employs over 4500 employees within a space of approximately 4,000,000 square feet at the East Plant and 450 employees within a 600,000 square foot area at the West Plant. The Delphi East Plant manufactures fuel pumps, modules, spark plugs, plastic air cleaners, air meters, cruise circuit boards, oil filters, bypass valves, gages and instrument clusters. The West Plant only manufactures generators and injection fuel filters.

The waste reduction efforts of Delphi include evaluating the environmental and occupational impacts of chemicals intended for use in new products, processes and materials in regards to air, water, waste and energy. Delphi has made a commitment to the environment, dedicated by-product sales resources and education of employees while also benefiting financially. The by-product materials that earn money when recycled include aluminum, brass, plastic, stainless steel, steels, other metals and miscellaneous items such as wood pallets. Steel records the highest volume that is recycled from the plant. As far as typical trash, the Delphi Plants recycle corrugated cardboard, paper, wood, plastic parts, plastic, miscellaneous parts, ceramics and certain cafeteria waste items such as cooking oil.

Delphi Flint Operations' landfill volumes has decreased since1998 (over 30,000 cubic yards) due to downsizing and using fewer products. In 2002 Delphi land-filled nearly 20,000 cubic yards. Delphi contracts with a waste/recycling company out of Dayton, OH.

V. GENERAL MOTORS RECYCLING PROGRAM

Mr. Harrett presented General Motors (Power Train/Metal Fabricate) recycling programs, which have regulatory and internal waste and recycling mandates. The GM Metal Fab. Assembly Plant (formerly known as Truck & Bus Plant) primarily builds commercial vehicles with 3 crews, 10-hour shifts (approx. 3,000 employees within a 4 million square foot area) to operate the plant. GM's reasons for recycling are clearly to cut costs, for financial return, niche opportunity, set an example to the workforce, ISO 14001 certification and because it is the right thing to. The hierarchy of GM's waste reduction is to prevent, eliminate, reduce, re-use, recycle and disposal.

By-product recycling at GM traditionally includes scrap metals, oil and large batteries. Additional by-product recycling includes paper, cardboard, plastics, paint wastes, grinding wastes, filters, small batteries, toner cartridges, fluorescent tubes, wood pallets and other regulated wastes. Mr. Harrett stated that buying recycled products, equipment or other items is very limited. Mr. Harrett added that GM has a unique aspect to recycling industrial plastic such as plastic caps or covers. They ship them to a

Duncan
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Subject

Demolition at Delphi Flint East to start this month
by Ron Fonger | The Flint Journal
Monday March 31, 2008, 8:11 PM

FLINT, Michigan

-- Much of the Delphi Flint East complex is about to meet the wrecking ball, permanently knocking out what has been an industrial giant on Flint's East Side.

A Delphi official confirmed the demolition plans Monday and said the sprawling complex of buildings would be dismantled starting later this month.

Two plants still in use by Delphi within the complex -- one of which manufactures vehicle instrument clusters and one of which produces a gasoline tank part -- will remain for now, said Delphi spokesman Brad Jackson.

Other buildings on the site, including power plant and water treatment facilities, are coming down.

"It was like a bustling little city when I hired in ... (now) we're the last boneyard," said retiree Dale Mark of Genesee Township.

Delphi's presence at Flint East has been on the decline for years, dropping from about 7,000 as recently as 1996 to 3,500 in 2003 to about 1,100 today.

In 2005, the company announced it would drop its spark plug production at the complex, costing Flint East an important product with a rich history.

Since then, UAW officials have scrambled to save some jobs for Local 651, succeeding last year in signing a memorandum of understanding that has led to a new General Motors Service and Parts Operations packaging center on Davison Road.

Former workers and families of retirees will have to hurry to take a last look at the once-bustling complex next door to the new SPO plant.

Jackson said he wasn't sure how long the demolition work will take but said arrangements have been made to save historical items.

Jeff Taylor, curator of collections at Sloan Museum, said some items have already been saved, including a three-wheel bicycle used inside the plants, signs and a number of paintings.

There are already plans to save a series of tiles manufactured by Flint Faience & Tile Co. at the site. The company manufactured decorative tiles with the same machinery and materials used in making spark plugs.

The tile operations were a subsidiary of the Champion Ignition Co., predecessor of GM's AC Spark Plug Division.

Taylor said he also wants to discuss what will happen to a large outdoor clock near Dort Highway although there is no agreement yet about what will happen to it.

"Legally it belongs to the demolition company," he said. "The thing about the clock is -- it's like the old factory whistles. If you lived there, it became a part of your life."

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Delphi Tech Center

Delphi Tech Center
3224 Davison Rd
Flint, MI 48556
County: Genesee

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establish its independent identity in the industry. Delphi had six divisions at the time. Sales approached $27 billion

Delphi began implementing a Japanese-style lean manufacturing system in 1996. The company also began to transf into a global supplier. Asia and the Pacific Rim were seen as a critical region for the company's planned growth. Ch planning to double its market, requiring up to three million vehicles per year. Manufacturers such as Daewoo Group Korea also were expanding capacity. Delphi had several major joint ventures in the region. By the end of 1997, Del invested $300 million on plants in the People's Republic of China, where GM had a major automaking venture (as di Volkswagen). The company's technology, such as that in airbags, was increasingly in demand. Almost 85 percent of sales were coming from clients other than GM. Delphi would be hit hard by the currency devaluations that attendec Asian financial crisis, but would remain committed to its investment in the region. Delphi also had four wholly owne India.

On the other side of the world, Delphi Europe also was able to win a large proportion of business--47 percent--from than GM and its subsidiaries. The unit had 38,000 employees in 63 plants. GM was then accounting for 80 percent o global revenues.

GM's Delco Electronics Corporation was transferred to Delphi in late 1997 as part of a transaction in which GM spun defense electronics business, Hughes Electronics Corporation, which had operated Delco for the previous 11 years.

Going Public in 1999

GM conducted an initial public offering (IPO) of 17.7 percent of Delphi's shares in February 1999, which raised $1.7 IPO had been delayed about a year while Delco was being combined with Delphi. By this time, Delphi had spent six preparing for its independence, selling off 14 lines of business with sales of $6 billion a year, and closing or selling unprofitable plants.

When GM completed Delphi's spinoff in May 1999, the newly independent company was twice as large as Visteon Co the parts maker that was being spun off from Ford. Revenues were about $28.5 billion in 1998, when the company loss of $93 million.

Delphi, which had 200,000 employees, had its share of strikes. Union workers protested the loss of jobs and benefit come from outsourcing and globalization; the United Auto Workers had always opposed Delphi's separation from GM this would lead to wage concessions.

Delphi was focusing its research on products that were capital-intensive, rather than labor-intensive. This included power steering and a "PC Car" project to bring multimedia services into vehicles. High-tech products accounted for company revenues in 2000.

Delphi sought to expand its core businesses via acquisition soon after its spinoff. Several companies were acquired i year, including TRW Inc.'s Lucas Diesel parts unit, bought for $871 million in November 1999. Delphi also bought a v plant in Asia and entered a number of joint ventures. A joint venture with Palm Inc. was creating a way for drivers their Palm Pilots via voice recognition systems.

In July 2000, Delphi announced plans to dismiss 900 manufacturing workers in Europe as part of a restructuring ther amounted to about 2 percent of its European workforce. The next March, the company announced plans to reduce i workforce by 11,500 jobs, or 5.5 percent, mostly through attrition. The automobile industry as a whole was experie slowdown. Sales slipped a bit to $29.1 billion in 2000. Slowing auto sales in the fall of 2001 resulted in Delphi's cust making fewer cars and ordering fewer parts.

While looking to expand its business apart from its old parent, Delphi also risked having GM assign its business elsev Corporation, Toyota's parts spinoff firm, quadrupled its business with GM in four years, attaining sales of $1 billion automaker by 2001. Delphi was scheduled to lose its right of last refusal for replacement business in North America January 1, 2002.

Delphi was aiming to grow its nonautomotive revenues to $700 million by 2005. Sales to the communications, milita aerospace, agriculture, and construction markets stood at $422 million in 1999.

Principal Subsidiaries: Delco Electronics Corporation; Delphi Automotive Systems (Holding), Inc.; Delphi Automotiv

LLC.

Principal Divisions: Dynamics & Propulsion; Safety, Thermal & Electrical Architecture; Electronics & Mobile Commu

Principal Operating Units: Delphi Automotive Systems; Aftermarket Operations; Audio and Mobile MultiMedia Syste Electrical/Electronic Systems; Energy Systems; Engine Management Systems; Intellek Sensors and Actuators; Interio Occupant Protection Systems; Microelectronics; Ride and Handling Systems; Thermal Systems.

Principal Competitors: DENSO Corporation; Johnson Controls, Inc.; Magna International; Robert Bosch GmbH; Siem Inc.; Valeo S.A.; Visteon Corporation.

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Flint, Michigan Auto Industry

From Wikipedia, the free encyclopedia

Flint, Michigan is a city which has previously relied on its **automotive industry**.

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    - 2.2.2 Dort Hwy. Plant and division HQ/Delphi Flint East
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Overview

In the past several decades, General Motors plants in Genesee County have endured complicated renamings, management shifts, closures, and spinoffs.

Plant history

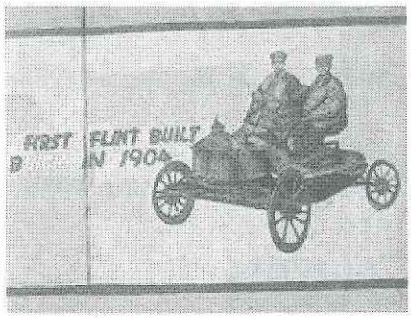
Buick Motor Division

Division HQ and Assembly, Engine, Parts Plants/Buick City/Powertrain Flint North

Hamilton Ave. Oldest buildings opened 1904.

This is far and away the largest GM complex in the world. Buick originally opened in Flint on W. Kearsley St.; this plant closed soon after the Hamilton site opened.

In 1983, Buick announced plans for Buick City, inspired by Toyota's "Toyota City" plant, which would combine Buick's assembly and Fisher #1's body-building operations. Production of rear-wheel drive cars at Buick's Hamilton Ave. plant ceased. After extensive gutting, installation of robots and other new tooling, and the construction of a new body shop and just-in-time delivery docks, Buick City began building front-wheel drive vehicles in 1985.



Mural of First Buick on Van Nuys Blvd., Van Nuys, California

Buick Motor Division became merely a marketing and public relations entity in 1984, when the Buick-Oldsmobile-Cadillac Group (BOC) was created and took over engineering and assembly control from Buick, Oldsmobile, Cadillac, and the GM Assembly Div. (dissolved in 1984).

GM created the Flint Automotive Div. to manage BOC's activities in Genesee County, which included the former Buick factories and engineering. BOC dissolved in 1992 and eventually its functions were transferred to the Cadillac/Luxury Car Division (not to be confused with the Cadillac Motor Car Division, the traditional Cadillac operation).

Buick City closed in June 1999. It and some other former Buick buildings not technically part of Buick City were demolished from 2001 to 2003. Buick Motor Div. administration moved to Detroit in 1998. The 1960s former Buick World HQ building, after briefly housing EDS workers until 2003, was demolished in 2006.

Adjacent former Buick transmission, transmission parts, engine assembly, and engine parts plants remain open, known as GM Powertrain Flint North. However, GM announced in 2005 that the 3800 V6 Engine Plant will close in 2009. According to GM's website, 1,152 hourly and 217 salaried workers are at Powertrain Flint North.[1]

AC Spark Plug Division/Delphi Corporation

Industrial Ave. Plant.

Built no later than 1912 it replaced the original 1908 operation inside a Buick building. It closed around 1976, and was demolished within a couple of years.

Dort Hwy. Plant and division HQ/Delphi Flint East

Spark plugs, air, oil, & fuel filters, instrument clusters, many other parts. Opened ca. mid-1920s in former Dort Motor Co. plant.

The Dort Hwy. plant became known as Flint East when AC took over the old Chevy Mfg. operations on Chevrolet Ave. in 1987. In 1988, AC Spark Plug merged with GM's Rochester Products Div. and was renamed AC Rochester. World HQ remained in Flint, soon moving to the Great Lakes Technology Center (see Fisher Body #1). In the late '80s, parts of Flint East were turned over to GM's Delco Electronics. In 1994, AC Rochester merged with Delco Remy and became the short-lived AC Delco Systems.

1995 saw the creation of Delphi Automotive Systems, which took over Flint East. In 1999 GM spun off

Delphi. Spark plug production ended at Flint East in early 2006. Under an agreement reached by Delphi, General Motors, and the UAW in June 2007, Flint East and two other plants would remain open, but operated by GM or a third party designated by GM. Hourly employment at the plant at that time had diminished to approximately 1,100 people.

Recently, a new GM Service Parts Operations packaging/processing center has opened in the easternmost plant in the complex, on Davison Rd. in Burton.

Flint West

See Chevrolet Motor Division - Flint Manufacturing Division

Chevrolet Motor Division

Flint Manufacturing Div./Delphi Flint West/Flint Tool & Die

Chevrolet Ave. Ca. 1913.

Comprising the Motor Div. (engine assembly and engine parts plants) and the Pressed Metal Div. (parts plants). Includes the pre-World War II Chevrolet Assembly (Plant 2) and Fisher Body #2 plants. (renamed Chevy Plant 2A).

In 1984, due to smaller sales of four-cylinder engines, the Chevrolet Flint Motor Plant (Plant 4) closed--after millions of dollars in improvements circa 1980. Also in this year, the newly created Chevrolet-Pontiac-Canada Group briefly took over Chevrolet Mfg. from Chevrolet Motor Div., but soon the newly formed Fisher Guide Div. acquired the complex. In about 1987, "Chevy in the Hole" was taken over by AC Spark Plug and became AC Spark Plug Flint West. In 1988, it became AC Rochester Flint West, and in 1994, AC Delco Systems Flint West. In early 1995, it was renamed Delphi Flint West.

Also circa 1995, "Chevy in the Hole" began to slowly disappear. Among the first plants to go were the truck garage, Plant 5 (former engine parts), and administration building. This process continued until 2004, when Plant 4 (which had reopened some years after it initially closed in 1984) shut down and was demolished. Plant 4's last products were generators and fuel filters.

The only remaining buildings are Building 35 and Plant 38. 35 (originally housing new car delivery, later heat treat) was donated to Kettering University (originally General Motors Institute) in 1996. After addition of another floor and a completely new facade, it now houses its Mechanical Engineering and Chemistry Center. Building 35 built the first Corvette prototype, circa 1953. Plant 38, the Die and Engineering Center, opened in 1967, is still operated by GM and known as Flint Tool and Die, with a small sign proclaiming the name on Stevenson St. According to GM's website, at Flint Tool & Die there are 228 hourly and 25 salaried workers at present.[2]

Flint Assembly Division/Flint Truck Assembly

Van Slyke Rd. 1947. Car and truck assembly.

In 1970, Chevrolet Assembly converted to truck-only production. GM created the Truck & Bus Group in 1981. GM Assembly Div. then transferred the Chevrolet Flint Assembly plant to Truck & Bus. The Truck & Bus Group was later renamed North American Truck Platforms, and now calls itself the GM Truck Group.

Flint Truck Assembly remains an important operation for GM. It builds Chevrolet Kodiak and GMC TopKick commercial trucks, along with Chevrolet Silverado and GMC Sierra full-size pickup trucks. In Dec. 2004 GM announced it would invest $150 million for retooling at this plant. After a high of at least 8,000 workers at Fisher 2 / Chevrolet Assembly, 2,966 hourly and 282 salaried work there today.[3]

Flint Frame & Stamping Plant/Flint Metal Center

Bristol Rd. Opened 1954.

Operated by the Chevrolet-Pontiac-Canada Group from 1984 to 1992 and eventually by the Metal Fabricating Div., this plant is now known as the GM Flint Metal Center. GM has spent over $60 million upgrading this plant in recent years. Two thousand hourly and 180 salaried workers are there today.[4]

Flint V8 Engine Plant/Flint Engine South

Van Slyke Rd. Ca. 1953. This closed circa 1999 and was soon demolished. Immediately south of it, GM built the $500 million Flint Engine South to build the Atlas L6 Engine plant that opened in 2000. A $300 million addition, recently opened, builds the High Feature V6 engine engines. [5]

National Parts Distribution/Service Parts Operations

Bristol Rd., Swartz Creek. 1957.

This merged with other car divisions' parts operations in 1969 and renamed the GM Parts Division (later Warehousing & Distribution)aka Gum Wad. In the late 1990s, GM's worldwide parts purchasing and distribution office headquarters moved from here to a new building in Grand Blanc Twp. Known presently as Service Parts Operations-Flint, the Swartz Creek facility remains open, with large amounts of vacant office space. Currently, 595 hourly and 70 salaried workers are employed at SPO Flint.

Recently, a new processing/packaging center has opened on Davison Rd. in Burton, in a former AC Spark Plug (later Delphi) plant.

[6]

Fisher Body Division

Flint Plant #1

S. Saginaw St. Buick bodies and pressed metal parts. GM bought this plant from Durant Motors no later than 1935. It had opened in early 1920s as Durant Motors HQ, producing the "Flint" car.

In 1984, Fisher #1 became BOC Flint Body Assembly. After Buick ceased building rear wheel drive cars and Buick City got underway, BOC Flint Body Assembly got a reprieve by building bodies that were trucked to GM assembly operations in Pontiac, Michigan. The plant closed in Dec. 1987. Most of it was demolished in 1988, except for a few parts that were gutted and transformed into the Great Lakes Technology Center. The original administration building remains intact. GM initially had substantial office and engineering operations at GLTC, including AC Rochester World HQ, but eventually transferred those staffs elsewhere. A small number of Service Parts Operations office workers presently occupy one of the buildings.

Flint Plant #2

Van Slyke Rd. 1947. Under the same roof as the Chevrolet Assembly plant. It made Chevrolet bodies. It was dissolved in 1970.

Grand Blanc Plant/Grand Blanc Weld Tool Center

S. Saginaw St. Pressed metal parts. Opened 1942; originally built tanks for World War II, and is still sometimes called the 'Tank Plant'.

Transferred to BOC in 1984 and later to the newly formed Cadillac/Luxury Car Div. (not to be confused with the Cadillac Motor Car Div.). Most recently operated by the Metal Fabricating Div., this plant has recently all but eliminated its metal stamping operations, and now serves as a corporation-wide weld tooling center. According to GM's website, 655 hourly workers are at Grand Blanc today.[7]

Ternstedt Division

Coldwater Rd. Plant

Genesee Twp. Body hardware. Ca. 1953; intended to build aircraft engines for Buick (Korean War) but never did.

In 1969, Ternstedt Div. merged into Fisher Body Div. (its original parent). Fisher Body Div. dissolved in 1984. Its Coldwater Rd. plant was turned over to the newly formed Fisher Guide Div. Fisher Guide became Inland Fisher Guide Div. in 1989. The Coldwater Rd. plant got yet another renaming in 1995 when the newly formed Delphi Automotive Systems took over. Finally, in 1996 Delphi sold the Coldwater Rd. factory to a company called Peregrine, which briefly attempted to make the plant profitable before closing it, circa 1998. It was soon demolished.

GM and Delphi operations in Genesee County as of May 2008

- GM Truck Group, Flint Assembly
- GM Powertrain Flint North
- GM Powertrain Flint South
- GM Flint Metal Center
- Delphi Flint East
- Delphi Technical Center Flint (closing 4Q 2008)
- GM Flint Tool & Die
- GM Grand Blanc Weld Tool Center
- GM Service Parts Operations warehouse, Swartz Creek
- GM Service Parts Operations processing center, Burton
- GM Service Parts Operations World HQ offices, Grand Blanc Twp.
- GM Service Parts Operations offices, Great Lakes Tech. Center, Flint

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7. ^ GM Global Operations - US Facilities: Grand Blanc Weld Tool Center (http://www.gmdynamic.com/company/gmability/environment/plants/facility_db/facility_summary.php?fID=148)

Flint East

Flint East is an automobile component production complex owned by Delphi Corporation in Flint, Michigan. The complex, parts of which are about 100 years old, is located on Dort Highway, stretching along Robert T. Longway Boulevard past Center Road. The plant has produced numerous automotive components, including instrument panels, instrument clusters, spark plugs, filters, air meters, fuel pumps and other electronic parts. Flint East once employed nearly 14,000 people, but as of 2007, was down to about 1,100 hourly workers.[1]

Delphi's Flint Technical Center is also located on the site. In March 2007, it was announced that the company's technical centers, including Flint, would be consolidated to a single facility in Auburn Hills, Michigan.[2]

Hourly workers at the plant are represented by UAW Local 651.

History

After losing control of Champion Ignition Company, Albert Champion founded the AC Spark Plug Company in 1908 in a Buick building in Flint, Michigan. It was purchased by General Motors Corporation in 1909 to supply the growing automobile company, and AC Spark Plug moved a few years later to a factory at Harriet Street and Industrial Avenue.

The Dort Motor Car Company began building automobiles on the east side of the city in 1915, in a factory that would later be part of Flint East. In 1924, an economic downturn weakened the company and J. Dallas Dort's health began to fail, and the company folded and the complex was sold to AC Spark Plug in 1925.[3]

AC Spark Plug continued operations in both the Harriet Street and Dort Highway facilities until 1975, when the Harriet Street plant was closed and razed. In 1987, AC took over the former Chevrolet facilities on Chevrolet Avenue in Flint, naming that complex Flint West, and the Dort Highway facility became Flint East. The following year, AC Spark Plug and Rochester Products Division merged, becoming AC Rochester. For a time, the division's headquarters remained at Flint East, but soon moved to the Great Lakes Tech Center on the old Fisher #1 site.

Further consolidation among GM's divisions led to the division being renamed AC Delco Systems in 1994, and in 1995, the entire Automotive Components Group became Delphi Automotive Systems.[4]

In 1998, fearing a strike over a $200 million investment that had not materialized, GM began to pull critical dies from the Flint Metal Fab plant on the other side of town, to be shipped to another plant. The UAW workers at the plant immediately went on strike to protest the move. Mostly in response to this, but also because of fears that their own work would be moved elsewhere, workers at Flint East went on strike a week later on June 11. Since Flint East was the sole source of some parts for almost the entire company, within two weeks, virtually all of General Motors was shut down. On July 28th, GM agreed to the investment to Flint Metal Fab and to keep Flint East open until at least 2000. The union agreed to cooperate on efforts to increase productivity at both plants.[5] The strike cost GM an estimated US$2.8 billion.[1]

Shortly after the strike, it was announced that Delphi would be spun off in 1999 into what is now Delphi Corporation, and Flint East was for a time part of Delphi's Energy and Engine Management Systems division. In 2002, ongoing financial problems caused the plant to be placed in the Automotive Holdings Group, a collection of underperforming plants that Delphi felt needed to be fixed, sold, or closed. Delphi declared bankruptcy in October 2005, and announced plans to close or sell 21 of its 29 US plants by Jan 1, 2008, including Flint East. Spark plug production, already greatly reduced, ended in early 2006.

Under an agreement reached by Delphi, General Motors, and the UAW in June 2007, Flint East and two other plants would remain open, but operated by GM or a third party designated by GM. Four other UAW-represented plants would be kept by Delphi, four sold, and at least ten others closed under the agreement.[6]

Flint Faience Tile

In 1921, Champion founded the Flint Faience Tile Company in a building adjacent to the Harriet Street factory, firing decorative tiles in the same kilns as spark plugs. This was done so they could avoid shutting down the kilns when they were finished with spark plug production, because repeated cycles of cooling and reheating would damage the kilns. When AC expanded its operations to the former Dort Motor complex, Flint Faience moved to a new building there. The northwest portion of the plant still has these tiles along the outside, visible from Dort Highway and Davison Road. In 1933, General Motors closed the tile operation because of increased demand on the kilns for spark plugs. [7]

References

1. ^ *a b* "Family to return to Flint East" (http://www.freep.com/apps/pbcs.dll/article?AID=/20070622/BUSINESS01/706220336/1014). *Detroit Free Press*. http://www.freep.com/apps/pbcs.dll/article?AID=/20070622/BUSINESS01/706220336/1014. Retrieved on June 22.
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Categories: General Motors factories | Economy of Flint, Michigan | Motor vehicle assembly plants in Michigan | Buildings and structures in Flint, Michigan

Delphi Corporation

From Wikipedia, the free encyclopedia
(Redirected from Delphi (auto parts))

Delphi is an automotive parts company headquartered in Troy, Michigan, USA. Delphi is one of the world's largest automotive parts manufacturers and has approximately 169,500 employees (50,000 in the United States).

With offices worldwide, the company operates 156 wholly owned manufacturing sites, 44 joint ventures, 53 customer centers and sales offices, and 33 technical centers in 38 countries.

Delphi Corp.

Type	Public Pink Sheets: DPHIQ (http://www.pinksheets.com/quote/quote.jsp?symbol=DPHIQ)
Fate	Bankrupt
Founded	1997 in Troy, Michigan, USA
Headquarters	Troy, Michigan, USA
Key people	Rodney O'Neal,CEO, COO Robert S. Miller,Chairman John D. Sheehan,CFO
Industry	Automotive industry
Products	vehicle electronics, systems, modules, & components
Revenue	▼ US$22.3 Billion (2007)
Employees	169,500
Website	Delphi.com (http://www.delphi.com/)

Contents

- 1 History
- 2 Corporate structure and leadership
- 3 Chapter 11 Reorganization
- 4 Environmental record
- 5 Corporate issues
- 6 Consumer electronics
- 7 Manufacturer products
- 8 Joint ventures
- 9 References
- 10 External links

History

- 1994: General Motors forms **Automotive Components Group**.
- 1995: ACG is renamed **Delphi Automotive Systems**.
- 1997: GM and Hughes Electronics Corporation spin-off of **Hughes Defense** electronics business and transfer Delco Electronics from Hughes to Delphi.
- 1999: Delphi Automotive Systems becomes fully independent publicly held corporation.
- 2001: 11,500 jobs were cut worldwide (Bischoff 1A).
- 2002: Delphi Automotive Systems is renamed **Delphi Corporation** reflecting its diversified business direction.
- 2004: Delphi is subpoenaed by the Securities & Exchange Commission (SEC) in July for irregular accounting practices and financial transactions.
- 2005: Delphi discloses irregular accounting practices. A number of executives, including CFO Alan Dawes, resign. Delphi Chairman J.T. Battenberg III retires. Delphi files for Chapter 11 bankruptcy protection to reorganize its struggling U.S. operations. As a result of this action, the Securities and Exchange Commission granted an application by the New York Stock Exchange to delist Delphi's common stock and bonds.[1] The stock now trades over the counter on the Pink Sheets electronic exchange.

- 2005: Twenty-four plants closed down in the U.S.
- 2006: Delphi announced it would sell off or close 21 of its 29 plants in the United States. The eight plants it intends to keep are located in Brookhaven, Mississippi; Clinton, Mississippi; Grand Rapids, Michigan; Kokomo, Indiana; Lockport, New York; Rochester, New York; Warren, Ohio; and Vandalia, Ohio, though even these plants will endure wage cuts and suffer workforce reductions.

Corporate structure and leadership

Delphi is structured into the following groups:

- Consumer Products
- Manufacturer Products
- Aftermarket & Dealer Products

The company is focusing the organization on the following core strategic product lines:

• **Controls & Security** (Body Security, Mechatronics, and Displays);

• **Electrical/Electronic Architecture** (Electrical/Electronic Distribution Systems, Connection Systems, and Electrical Centers);

• ***Entertainment & Communications*** (Audio, Navigation, and Telematics);

• **Powertrain** (Diesel and Gasoline Engine Management Systems);

• **Safety** (Occupant Protection and Safety Electronics); and

• **Thermal** (Climate Control & Powertrain Cooling).

Chapter 11 Reorganization

During the Chapter 11 cases, Delphi has made substantial progress in identifying and implementing the sale (or receiving Bankruptcy Court approval to sell) or wind down of those facilities and business lines that do not support the company's future strategic framework, including:

• The sale of the brake hose manufacturing business in Dayton, Ohio to Harco Manufacturing Group, announced in January 2007.[2]

• The settlement of a social plan in the "Concurso," or Spanish insolvency proceeding, of Delphi Automotive Systems Espana S.L.

• The sale of the Mexican brake components business, including a manufacturing plant in Saltillo, Coahuila, Mexico, to Robert Bosch LLC and its affiliate Frenados Mexicanos, S.A. de C.V., announced in June 2007.[3]

• The sale of substantially all of the assets of MobileAria, Inc. to Wireless Matrix USA, Inc.;

• The sale of the U.S. Battery operations in New Brunswick, New Jersey to Johnson Controls, Inc. in 2006.[4]

• The wind-down of a **Delphi Medical** Texas facility in Houston, Texas

• The consolidation of fuel injector production in Rochester, New York during 2006-2007, which allowed the Debtors to wind down a manufacturing facility in Coopersville, Michigan

• The sale of the catalyst business to Umicore Group, completed in October, 2007.[5]

• The sale of the Wheel bearings business based in Sandusky, Ohio to Kyklos, Inc., which is a wholly owned subsidiary of Hephaestus Holdings, Inc., in February 2008.[6]

• The sale of the Global Steering and Halfshaft Business to **Steering Solutions Corporation**, a wholly owned subsidiary of Platinum Equity, LLC, announced in December 2007. The Steering business was based in Saginaw, Michigan, and was formerly known as the **Saginaw Steering** Division of General Motors.[7]

• The sale of the Interiors and Closures business was announced in October, 2007, to The Renco Group. This includes facilities in: Gadsden, Alabama, Cottondale, Alabama, North Kansas City, Missouri, Orion, Michigan, Adrian, Michigan, Woerth, Germany, Matamoros, Mexico, the SDADS Joint Venture in Shanghai, China and the KDS Joint Venture in Daegu, South Korea.[8]

• The sale of certain North American Brake Component Machining and Assembly Assets to TRW Automotive Holdings, which includes sites in Saginaw, Michigan, Springhill, Tennessee, and Oshawa, Canada, announced in September 2007.[9]

• The company will continue with its stated plans to sell or wind-down additional non-core product lines and manufacturing sites through 2008.

Current members of the board of directors of Delphi are: Martin E. Welch, John H. Walker, Craig G. Naylor, Raymond J. Milchovich, David N. Farr, John D. Englar, Robert H. Brust, Oscar De Paula Bernardes Neto, John D. Opie, Rodney O'Neal, and Robert S. Miller (chairman).

Rodney O'Neal is also the chief executive officer of the company (since January 1, 2007), replacing Robert S. "Steve" Miller.

• The investment bank, Rothschild, Inc., is currently advising Delphi in its Chapter 11 restructuring

Environmental record

Researchers at the University of Massachusetts Amherst identified Delphi corp. as the 21st-largest corporate producer of air pollution in the United States in 2002.[10] According to the study, the manufacturer's most toxic emissions include asbestos (542 lb/yr), chromium compounds (1,082 lb/yr), lead compounds (8,466 lb/yr), and sulfuric acid (17,600 lbs/year), while the most massive emissions are glycol ethers (111,520 lbs/year) and hydrochloric acid (80,000 lb/yr).[11]

Corporate issues

In February 2007 the multinational Delphi Automotive Systems Holding Inc. announced the closure of its plant in Puerto Real, Cádiz, Spain, with a loss of 1600 direct jobs and more than 2500 indirect jobs.[12] despite having agreed to continue its manufacturing operations until 2010 and receiving more than

EUR 25 million from various public administrations in order to guarantee its workers' jobs.[13]

The Andalusian autonomous government announced it would begin legal action against the company for breach of local labor laws. [14]

On October 8, 2005 Delphi filed for bankruptcy due to the lack of money to pay the employees. Slowly, cutting jobs and shutting down many plants around the Dayton area and nationally (Roberson). The increased competition between the U.S. and other countries in the automobile industry has been a factor in Delphi's bankruptcy (Wehrman D1). Due to the economic slump, all but five of the plants in the Dayton area have closed.

In May 2008, Delphi filed a lawsuit against investors. The lawsuit seeks to impose payment by investors in the amount of $2.55 billion in securities to aid Delphi as it seeks to come out of bankruptcy. U.S. Bankruptcy Judge Robert Drain in New York ruled to allow Delphi to seek payments through a contract against Appaloosa Management LP as well as denying investors' request for a cap of $250 million for damages. [15]

Consumer electronics

Delphi is a major player in the XM Satellite Radio and GPS market. Among their most widely recognized (and advertised) products are:

- Mobile Navigation
  - NAV200 (*portable GPS*)
  - TNR800 (*in-dash GPS*)
- Mobile Video
- Satellite Radio

Myfi family

  - MyFi (*portable XM*)
  - Myfi 2 (*3rd generation of XM2go*)

Roady Family

  - Roady (*XM*)
  - Roady 2 (*XM*)
  - Roady XT (*XM*)
  - Roady XT 2 (*XM*)

Skyfi Family

  - Skyfi (*XM*)
  - SkyFi2 (*XM*)
  - SkyFi3 (*XM*)
- XM Signal Repeater

Manufacturer products

Delphi designs, engineers and manufactures a wide variety of components, integrated systems and modules on a worldwide basis, and is the largest and most diversified supplier of automotive parts. In January 2000 Delphi acquired the diesel systems business of Lucas TRW, making Delphi the world's second largest manufacturer of Diesel Fuel Injection equipment. Delphi Diesel owns the brands of CAV/Simms/RotoDiesel and Condiesel, the division also runs 10 subsidiary distribution companies in Brazil, China, France, Germany, Italy, Spain, Mexico, Turkey, UK and USA. The diesel aftermarket company is headquartered in Warwick UK.

Delphi also manufactures the MagneRide magneto rheological dampers, which use magnetorheological fluid to adjust the damping rate of the shock absorbers based on road conditions, to offer an effective compromise between ride and handling [16]. These can be found on the Audi R8 [17], Audi TT, Chevrolet Corvette C5, Cadillac Seville STS, Ferrari 599 and select E Series HSV cars in Australia.

Joint ventures

- EnerDel

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External links

- Delphi website (http://delphi.com/)
- SEC Litigation Release (http://www.sec.gov/litigation/litreleases/2006/lr19891.htm)
- Slate article on bankruptcy (http://www.slate.com/id/2127863/)
- Website concerning Delphi's ongoing bankruptcy case (http://www.delphidocket.com/)
- Delphi Monsoon Premium Audio (http://www.delphi.com/consumers_nvo/nvo/aec/mpa/)

Duncan
Campbell/R5/USEPA/US
03/12/2009 02:11 PM

To

cc

bcc

Subject

Many of you know that I worked in the US Auto industry, I do not disclose who because of many nondisclosure agreements I had to sign, and also they are paying on Patents and Copyrights from upgrades to Machining Software. But here is the rest of the story. When I hired in there were twelve thousand people working at a Eight Plant complex that covered about three square miles. It is now down to about twenty-five hundred and getting smaller. I recieved this missive last night, I edited small items so as not to disclose where I worked.

There is nothing left in Plant 6. I'm the last electrician assigned to 6. I'm disconnecting and shipping select equipment to Canada, Mexico or to the engineers research lab. Damn, this sucks! I feel like I'm putting my dog down at the vets. The plan is to build a wooden wall between 6 and 8, weld all outside doors shut and turn out the lights. The taxes are much lower once the building is abandoned.

We had a meeting Friday and the Company is planning to let all "contract employees" go in 2 weeks, plus do permanent lay-offs for about 25 skilled trades. They will have no recall rights to our plant, but supposedly will be in the (Automakers) pool. They will be available for the new SPO plant (Center RD. Old Plant 7).

Most of Plant 2 has been moved into the old Segway Room or just down the aisle from it. Dort Highway is being sold for scrap steel and will be leveled. Once it is flat, (Automaker) will reclaim the property. Wonder what they'll do with it?

So this huge site is now down to two operating plants and one shuttered one. During WWII the trigger for one of the devices used against Japan was built in Plant 2 and many other War Goods. I knew some of the old timers that worked on the trigger, they are all gone now, as many of my co-workers that secummed to the hazzards of breathing the ever present fumes from heavy industry.

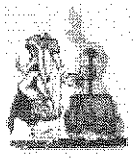
I had worked in all Eight Plants, now there is only Seven and Eight still making parts. The plants were numbered in order of comming on line.

Hey I'm Still alive.

So Saith TheMoMan

Posts: **2346** | From: **Farther North than before.** | Registered: **Sep 2002** | IP: Logged

The Famous Druid



Gold Hearted SuperFan! Member # 1769

Member Rated:

posted February 17, 2008 10:07

Management like to blame this on the workers being too highly paid.

Bullshit.

The major employer in the town I grew up in was a GM plant, I worked there myself as a teenager, helped pay my way through university. My three strongest impressions of that time are heat, noise, and total amazement that a company run so badly could still be in business.

The plant closed - "unprofitable". The site was sold, and re-opened as a Toyota plant. Same plant, same workers, same pay scales, but Toyota seem to be able to make a profit where GM couldn't.

Perhaps Toyota's 'secret' is that they build cars people want to buy.

Time passes...

There was an article in the aussie press last week that GM will be making utes ("utility vehicles" - "pickup-trucks" to merkins) in Australia for export to the US. The ute was an aussie invention, and we're particularly fond of them. Of course, the US management demanded some changes for the American market...

The vehicle we'll be exporting looks like the result of a one-night-stand between a ute and the batmobile. It's the ute 'Robocop' would drive. They've added so many "shoulder-pads for cars" that they could barely spare any space for the cargo area. Anyone who buys this ute must have a lot of inadequacies to over-compensate for.

And when no-one buys the things, GM management will lay off another few thousand production workers, award themselves another few million in bonuses, and cry into their champagne while they blame the bloody Japanese.

Where are we going, and why are we all in this handbasket?

Duncan
Campbell/R5/USEPA/US
03/12/2009 01:56 PM

To
cc
bcc

Subject

At least to me.

Here's a before and after of the demolition of the old AC Spark Plug plant this year on Dort Highway in Flint. The view is toward the southeast.

I didn't work there. I worked in the oil filter plant farther east on Davison Road, that isn't in this picture. But I lived just a few blocks from there for the first decade or so of my life. That road that bisects the plant is Averill, and I lived two blocks north and two blocks east of the intersection of Davison Road and Averill.. If you follow Davison Road a few miles east, you end up in Michael Moore's home town of the same name. The engineering building, where my uncle worked, can be seen in the top picture, on the corner of Averill and Davison (and the Red Rooster, one of the best restaurants in town, that I only ate at once, was across Averill). My father worked in the HQ building on Dort Highway (which was also called Dixie Highway — it came down from Bay City and Saginaw, and continued south to Detroit, and thence all the way to Florida), in personnel.

Anyway, it's all history now. It's hard to imagine the town without that facility — it was there all my life until now.

This entry was posted on Wednesday, December 17th, 2008 at 1:48 pm by Rand Simberg and is filed under Business, General, History. You can follow any responses to this entry through the RSS 2.0 feed. You can leave a response, or trackback from your own site.

7 Responses to "Depressing Aerial Photography"

MG Says:
December 17th, 2008 at 4:55 pm
Mr. Simberg,
I understand your sadness, and I wish I could offer words of comfort.

I have long wondered... was Detroit (and associated automobile industry locations) the first of the 20th century "company towns", in the sense of the old timber and mining towns?
That is, once the timber was cut, or the mine played out, the people moved on, and the town faded away.

bbbeard Says:

December 17th, 2008 at 11:45 pm

Did you happen to know Bill Foley? He used to be an engineer for Fram. I knew him when he was a program manager at General Dynamics....
BBB

Rand Simberg Says:

December 18th, 2008 at 6:59 am

Why would I know anyone at Fram? I worked at AC, and only for a summer, over thirty years ago.

Kelly Starks Says:

December 18th, 2008 at 8:24 am

I know what its like to see parts of you're past lost. The only words of comfort I can think of, is think of the anguish this could cause Michael Moore. Visualize his wailing apoplexy and feelings of pain of the ego from being ignored.
Does knowledge of his pain help you deal with yours?

Time is the fire that burns us — and what we build.

bbbeard Says:

December 18th, 2008 at 8:44 am

Well, I figured, how many people can there be who were engaged in the business of designing oil filters, who then wound up in aerospace?
Far fewer than the number of recent MIT graduates, I would wager. But when people find out I have a few degrees from MIT, they often ask, "Did you know..." or "Gee, my wife's uncle graduated from MIT in 1949. Have you heard of him?"
BBB

Rand Simberg Says:

December 18th, 2008 at 11:28 am

I had nothing to do with designing oil filters. I just helped put them together one summer.

Transterrestrial Musings » Blog Archive » More Bad News For My Home Town Says:

December 19th, 2008 at 3:35 pm

[...] from last summer, in the Flint Journal. I was wondering if the plant was going in where the old AC plant had been demolished, but it looks like it is/was planned to go on Van Slyke, over by the airport, and next to the truck [...]

SENDER: *COMPLETE THIS SECTION*

- Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Pier M. Bollini, Manager
Environmental, Health and Safety
Delphi Automotive Systems Corporation
Mail Code 485243320
1101 North Center Road
Flint, Michigan 48556

COMPLETE THIS SECTION ON DELIVERY

A. Received by *(Please Print Clearly)* Charlotte Roth

B. Date of Delivery 3/26/09

C. Signature

X Charlotte Roth

☑ Agent
☐ Addressee

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

FLINT MI 48 MAR 26 2009 USPS

3. Service Type
☑ Certified Mail ☐ Express Mail
☐ Registered ☐ Return Receipt for Merchandise
☐ Insured Mail ☐ C.O.D.

4. Restricted Delivery? *(Extra Fee)* ☐ Yes

2. Article Number
(Transfer from service label) 7001 0320 0005 8915 6906

PS Form 3811, March 2001 Domestic Return Receipt 102595-01-M-1424

UNITED STATES POSTAL SERVICE

First-Class Mail
Postage & Fees Paid
USPS
Permit No. G-10

• Sender: Please print your name, address, and ZIP+4 in this box •

U.S EPA
77 W Jackson Blvd LR-8J
Chicago, Illinois 60604
Attn: Duncan Campbell

October 4, 1985

Ms. Sue Kelsey
Chief Powerhouse & Treatment Plant
GMC AC Spark Plug Waste Treatment
1300 N. Dort
Flint, MI 48556

Re: MID 980568570

Dear Ms. Kelsey:

On October 3, 1985, staff of the Department of Natural Resources conducted an investigation of your facility located at 1300 N. Dort in Flint, Michigan to evaluate compliance of that facility with requirements of Subtitle C of the Resource Conservation and Recovery Act (RCRA), as amended.

This inspection revealed that your facility was in compliance with the RCRA requirements evaluated at the time of the inspection. Compliance with these requirements does not limit the applicability of other provisions of the RCRA regulations. Enclosed is a copy of the inspection report for your information.

If you have any questions regarding this matter, please feel free to contact me.

Sincerely,

Leroy Vahovick
Water Quality Specialist
DNR - Region III - HWD
P.O. Box 30028
Lansing, MI 48909
517-322-1687

LV/ms

Enclosure

cc: Hazardous Waste Division
U.S. EPA - Region V

RCRA Inspection Report

EPA Identification Number: M I D 9 8 0 5 C 8 5 2 0

Installation Name: GMC AC Spark Plug Waste Treatment

Location Address: 1300 N Dort

City: Flint State: Mich 48556

Date of inspection: 10/3/85 Time of inspection (from) 10:30 (to) 12:30p

Person(s) interviewed	Title	Telephone
Sue Kelsey	Chief Foundry Wastewater Treatment Plant	313 257 5546
Eugene Burke	Staff Engineer	

Inspector(s)	Agency/Title	Telephone
Leroy Urbanick	Mich DNR Water Quality Spl	517-322-1687

Installation Activity (mark only one box)	Inspection Form(s)
[X] Treatment/Storage/Disposal per 40 CFR 268.1 and/or Generation and/or Transportation	A
[ ] Treatment/Storage/Disposal (no generation or Transportation)	A
[ ] Generation and Transportation	B, C
[ ] Generation only	B
[ ] Transportation only	C

INSPECTION FORM A

Section A: SCOPE OF INSPECTION.

1. Interim status standards for treatment storage or disposal of HAZARDOUS WASTES SUBJECT TO 40 CFR 265.1. Complete Inspection Form A sections B, C, D, E, and G.

2. Place an "X" in the box(es) corresponding to the facility's treatment, storage and disposal processes, and generation and/or transportation activity (if any). Complete only the applicable sections and appendixes.

Permit application process(es) (EPA Form 3510-3)			Inspection Form A section(s)
S01	[X]	storage in containers	I
S02	[ ]	storage in tanks	J
T01	[ ]	treatment in tanks	J
S04	[ ]	storage in surface impoundment	K,F
T02	[ ]	treatment in surface impoundment	K,F
D83	[ ]	disposal in surface impoundment	K,F
S03	[ ]	storage in waste pile	L
D81	[ ]	disposal by land application	M,F
D80	[ ]	disposal in landfill	N,F
T03	[ ]	treatment by incineration	O/P
T04	[ ]	treatment in devices other than tanks, surface impoundments, or incinerators	Q

Other activities

GENERATOR	[X]	APPENDIX	GN
TRANSPORTER	[ ]	APPENDIX	TR

3. Indicate any hazardous waste processes, by process code, which have been omitted from Part A of the facility's permit application.

4. Indicate any hazardous waste processes (by process code and line number on EPA Form 3510-3 page 1 of 5) which appear to be eligible for exclusion per 40 CFR 265.1(c). Provide a brief rationale for the possible exclusion.

Section B: GENERAL FACILITY STANDARDS: (Part 265 Subpart B)

	YES	NO	NI*	Remarks
1. Has the Regional Administrator been notified regarding: 265.12				
a. Receipt of hazardous waste from a foreign source?		✓		
b. Facility expansion?		✓		
c. Change of owner or operator?		✓		
2. General Waste Analysis: 265.13				
a. Has the owner or operator obtained a detailed chemical and physical analysis of the waste?	✓			
b. Does the owner or operator have a detailed waste analysis plan on file at the facility?	✓			
c. Does the waste analysis plan specify procedures for inspection and analysis of each movement of hazardous waste from off-site?			Not applicable	
3. Security - Do security measures include: (if applicable) 265.14				
a. 24-Hour surveillance? or	✓			
b. i. Artificial or natural barrier around facility? and	✓			
ii. Controlled entry?	✓			
c. Danger sign(s) at entrance?	✓			
4. Owner or operator inspections: 265.15				
a. Does the owner or operator inspect the facility for malfunctions, deterioration, operator errors, and dischanges of hazardous waste that may affect human health or the environment?	✓			

*Not Inspected

	YES	NO	NI	Remarks
b. Does the owner or operator have an inspection schedule at the facility?	✓			
c. If so, does the schedule address the inspection of the following items:				
i. monitoring equipment?	✓			
ii. safety and emergency equipment?	✓			
iii. security devices?	✓			
iv. operating and structural equipment (i.e. dikes, pumps, etc.)?				Not Applicable -
v. type of problems to be looked for during the inspection (e.g. leaky fitting, defective pump, etc.)?	✓			
vi. inspection frequency (based upon the possible deterioration rate of the equipment)?	✓			daily
d. Are areas subject to spills inspected daily when in use?	✓			
e. Does the owner or operator maintain an inspection log or summary of owner or operator inspections?	✓			
f. Does the inspection log contain the following information:				
i. the date and time of the inspection?	✓			
ii. the name of the inspector?	✓			
iii. a notation of the observations made?	✓			
iv. the date and nature of any repairs or remedial actions?	✓			
5. Do personnel training records include: 265.16				
a. Job titles?	✓			
b. Job descriptions?	✓			

	YES	NO	NI	Remarks
c. Description of training?	✓			
d. Records of training?	✓			
e. Did facility personnel receive the required training by 5-19-81?				
f. Do new personnel receive required training within six months?	✓			
g. Do personnel training records indicate that personnel have taken part in an annual review of initital training?				

6. If required, are the following special requirements for ignitable, reactive, or incompatible wastes addressed? 265.17

a. Special handling?		Not Applicable		
b. No smoking signs?		"		"
c. Separation and protection from ignition sources?		"		"

Section C: PREPAREDNESS AND PREVENTION: (Part 265 Subpart C)

	YES	NO	NI	Remarks
1. Maintenance and Operation of Facility: 265.31 Is there any evidence of fire, explosion, or release of hazardous waste or hazardous waste constituent?		✓		
2. If required, does the facility have the following equipment: 265.32				
a. Internal communications or alarm systems?	✓			
b. Telephone or 2-way radios at the scene of operations?	✓			
c. Portable fire extinguishers, fire control, spill control equipment and decontamination equipment?	✓			

Indicate the volume of water and/or foam available for fire control:

City water

3. Testing and Maintenance of Emergency Equipment: 265.33				
a. Has the owner or operator established testing and maintenance procedures for emergency equipment?	✓			
b. Is emergency equipment maintained in operable condition?	✓			
4. Has owner or operator provided immediate access to internal alarms? (if needed) 265.34	✓			
5. Is there adequate aisle space for unobstructed movement?	✓			
6. Has the owner or operator attempted to make arrangements with local authorities in case of an emergency at the facility?	✓			

Section D: CONTINGENCY PLAN AND EMERGENCY PROCEDURES: (Part 265 Subpart D)

	YES	NO	NI	Remarks
1. Does the Contingency Plan contain the following information: 265.52				
a. The actions facility personnel must take to comply with §265.51 and 265.56 in response to fires, explosions, or any unplanned release of hazardous waste? (If the owner has a Spill Prevention, Control, and Countermeasures (SPCC) Plan, he needs only to amend that plan to incorporate hazardous waste management provisions that are sufficient to comply with the requirements of this Part (as applicable.)	✓			
b. Arrangements agreed by local police departments, fire departments hospitals, contractors, and State and local emergency response teams to coordinate emergency services pursuant to §265.37?	✓			
c. Names, addresses, and phone numbers (office and home) of all persons qualified to act as emergency coordinators?	✓			
d. A list of all emergency equipment at the facility which includes the location and physical description of each item on the list and a brief outline of its capabilities?	✓			
e. An evacuation plan for facility personnel where there is a possibility that evacuation could be necessary? (This plan must describe signal(s) to be used to begin evacuation, evacuation routes, and alternate evacuation routes?)	✓			
2. Are copies of the Contingency Plan available at the site and local emergency organizations? 265.53	✓			

	YES	NO	NI	Remarks
3. Emergency Coordinator 265.55				
a. Is the facility Emergency Coordinator identified?	✓			
b. Is coordinator familiar with all aspects of site operation and emergency procedures?	✓			
c. Does the Emergency Coordinator have the authority to carry out the Contingency Plan?	✓			
4. Emergency Procedures 265.56				
If an emergency situation has occurred at this facility, has the Emergency Coordinator followed the emergency procedures listed in 265.56?		✓		

Section G - CLOSURE AND POST CLOSURE (Part 265 Subpart G)

	YES	NO	NI	Remarks
*1. Closure 265.112				
a. Is the facility closure plan available for inspection?	✓			
b. Does the plan identify:				
i. maximum extent unclosed during facility life?	✓			
ii. maximum hazardous waste inventory?	✓			
iv. estimated year of closure?	✓			No designate date
v. schedule of closure activities?	✓			
c. Has closure begun?		✓		
*2. Post-Closure 265.118				
a. Is the post-closure plan available for inspection?				
b. Does this plan contain:				
i. description of groundwater monitoring activities and frequencies?				
ii. description of maintenance activities and frequencies for				
AA. integrity of cap, final cover, or containment structures, where applicable				
BB. facility monitoring equipment				
iii. name, address, and phone number of person or office to contact during post-closure care period?				
c. Has the post-closure period begun?				
d. Is the written post-closure cost estimate available? 265.144				

*pplies only to disposal facilities.

Section I - USE AND MANGEMENT OF CONTAINERS (Part 265, Subpart I)

		YES	NO	NI	Remarks
1.	Are containers in good condition? 265.171	✓			
2.	Are containers compatible with waste in them? 265.172	✓			
3.	Are containers managed to prevent leaks? 265.173	✓			
4.	Are containers stored closed?	✓			
5.	Are containers inspected weekly for leaks and defects.	✓			
6.	Are ignitable and reactive wastes stored at least 15 meters (50 feet) from the facility property line? (Indicate if waste is ignitable or reactive). 265.176				Not Applicable
7.	Are incompatible wastes stored in separate containers? (If not, the provisions of 40 CFR 265.17(b) apply). 265.177		"		"
8.	Are containers of incompatible waste separated or protected from each other by physical barriers or sufficient distance?		"		"

Section A: Scope

1. Complete this Appendix if the owner or operator of a TSD facility also generates hazardous waste that is subsequently shipped off-site for treatment, storage, or disposal.

Section B: MANIFEST REQUIREMENTS (Part 262, Subpart B)

	YES	NO	NI	Remarks
(1) Does the operator have copies of the manifest available for review? 262.40	✓			
(2) Examine manifests for shipments in past 6 months. Indicate approximate number of manifested shipments during that period.	98			
(3) Do the manifest forms examined contain the following information: (If possible, make copies of, or record information from, manifest(s) that do not contain the critical elements). 262.21				
a. Manifest document number?	✓			
b. Name, mailing address, telephone number, and EPA ID number of Generator	✓			
c. Name and EPA ID Number of Transporter(s)?	✓			
d. Name, address, and EPA ID Number Designated permitted facility and alternate facility?	✓			
e. The description of the waste(s) (DOT shipping name, DOT hazard class, DOT identification number)?	✓			
f. The total quantity of waste(s) and the type and number of containers loaded?	✓			
g. Required certification?	✓			
h. Required signatures?	✓			

(4) Reportable exceptions 262.42

a. For manifests examined in (2) (except for shipments within the last 35 days), enter the number of manifests for which the generator has NOT received a signed copy from the designated facility within 35 days of the date of shipment. None

b. For manifests indicated in (4a), enter the number for which the generator has submitted exception reports (40 CFR 262.42) to the Regional Administrator. None

Section C: PRE-TRANSPORT REQUIREMENTS (Part 262, Subpart C)

	YES	NO	NI	Remarks
Is waste packaged in accordance with DOT regulations? (Required prior to movement of hazardous waste off-site) 262.30	✓			Gondola
2. Are waste packages marked and labeled in accordance with DOT regulations concerning hazardous waste materials? (Required for movement of hazardous waste off-site) 262.31 262.32	✓			
3. If required, are placards available to transporters of hazardous waste? 262.33	✓			

4. On-site accumulation of generated hazardous wastes. A HWMF may accumulate hazardous waste it generates either (A) in its storage facility [265.1(b)] or (B) in accordance with 40 CFR 262.34 [see 265.1(c)(7)]. Option B restricts all accumulation to tanks and containers. If the installation elects option A, check this box [ ] and skip to Section D. If the installation elects option B, complete the following observations: See 40 CFR 262.34 January 11, 1982 Revision

	YES	NO	NI	Remarks
a. Is each container clearly marked with the start of accumulation date?				Not Applicable
b. Have more than 90 days elapsed since the date inspected in (a)?				Not Applicable
c. Do wastes remain in accumulation tanks for more than 90 days?		✓		
d. Is each container and tank labeled or marked clearly with the words "Hazardous Waste"?	✓			

Section D: - RECORDKEEPING AND REPORTING (Part 262, Subpart D)

	YES	NO	NI	Remarks
1. Are all test results and analyses needed for hazardous waste determinations retained for at least three years? 262.40	✓			

Section E: - INTERNATIONAL SHIPMENTS (Part 262, Subpart E)

	YES	NO	NI	Remarks
1. Has the installation imported or exported Hazardous Waste? 262.50		✓		

(If answered Yes, complete the following as applicable.)

a. Exporting Hazardous waste; has a generator:

October 22, 1984

Mr. Carrol Wendel, Chief -
Power House & Treatment Plant
GMC AC Spark Plug Waste Treatment
1300 N. Dort
Flint, MI 48506

Re: MID 980568570

Dear Mr. Wendel:

On October 18, 1984, staff of the Department of Natural Resources conducted an investigation of your facility located at 1300 N. Dort in Flint, Michigan to evaluate compliance of that facility with requirements of Subtitle C of the Resource Conservation and Recovery Act (RCRA) as amended.

As a result of that investigation, staff of the Department of Natural Resources have determined that the above facility is in violation of the requirements of Subtitle C of RCRA. Specifically, staff found that:

1. 265.14 Danger-unauthorized personnel, keep out signs were not posted at the entrance to the hazardous waste storage area.
2. 265.52 and 265.53 No verification that arrangements have been agreed to by local agencies to coordinate services pursuant to 265.37. No verification that the contingency plan has been sent to local emergency organizations.

We request that you respond to this letter by November 9, 1984 providing documentation to this office regarding those actions taken to correct these violations.

If you have any questions regarding this matter, please feel free to contact me.

Sincerely,

HAZARDOUS WASTE DIVISION

Leroy Vahovick

Leroy Vahovick
Water Quality Specialist
517-322-1687

LV/ms

cc: Al Howard, OHWM
Gordon Schultz, General Supervisor

yes 9-20-83
code O

August 31, 1983

Mr. Richard Johnson
Superintendent, Mfg. Services
G.M.C. - AC Spark Plug Division Waste Treatment
1300 North Dort Highway
Flint, Michigan 48506

MID 980 568 570

Dear Mr. Johnson:

On August 25, 1983, I conducted an inspection at your facility located at ~~1300 North Dort Highway~~ 3026 Robert T Longway Blvd. in Flint, Michigan, to evaluate compliance of that facility with the requirements of Subtitle C of the Resource Conservation and Recovery Act (RCRA), as amended.

My inspection revealed that the G.M.C. - AC Spark Plug Divisions waste treatment plant facilities are in compliance with the requirements of RCRA at this time.

Thank you for your cooperation during this inspection.

Sincerely,

HAZARDOUS WASTE DIVISION

Leroy Vahovick
Water Quality Specialist
Lansing District

LV/sp

cc: J. Bohunsky/Hazardous Waste Div.
U.S. EPA - Region V

4-1113

October 26, 1982

GMC - A.C. Spark Plug Division
1300 N. Dort Highway
Flint, MI 48556

Attention: Mr. Gordon Schultz, General Supervisor

Dear Mr. Schultz:

On August 11, 1982, Valdrew Rodgers, Ralph Smith, and I, as staff of the Michigan Department of Natural Resources, conducted an investigation at GMC - A.C. Spark Plug Division, located at 1300 N. Dort Highway, Flint, Michigan. The purpose of this visit was to evaluate the status of compliance of this facility with the requirements of Subtitle C of the Resource Conservation and Recovery Act (RCRA), as amended. We inspected three separate facilities indentified as the Dort Highway, Averill Avenue, and Waste Treatment facility.

As a result of our investigation, we have determined that all three facilities are not in compliance with the following requirements of Subtitle C of RCRA. Specifically;

1. Arrangements have not been made to familiarize police, fire department, and emergency response teams with the layout of the facility, properties of hazardous waste handled at the facility, and associated hazards, places where facility personnel would normally be working, entrances to roads inside the facility, and possible evacuation routes.

2. Arrangements have not been made with state emergency response teams, or emergency response contractors.

3. Arrangements have not been made to familiarize local hospitals with the properties of hazardous wastes handled at the facility and the types of injuries or illnesses which could result from fires, explosions, or releases at this facility.

All of these requirements are identified in 40 CFR 265.37.

The Averill Avenue and Dort Highway facilities were not in compliance with the following requirement.

> Proper signs, with the legend, "Danger - Unauthorized Personnel Keep Out", posted at each entrance of the storage facility as required in 40 CFR 265.14(c).

You are hereby requested to respond to this letter by November 30, 1982, providing written documentation to this office regarding those actions taken to correct the above deficiencies. If you have any questions regarding this matter, feel free to call me at (517) 322-1336.

Sincerely,

DMF

David M. Fiedler
Engineer
Air Quality Division

DMF:ns

Enclosures

cc: Al Howard, OHWM
U.S. EPA-Region V

November 13, 1984

Mr. Carrol Wendel
Chief of Powerhouse & Treatment Plant
GMC AC Spark Plug Waste Treatment
1300 N. Dort
Flint, MI 48506

Re: MID 980568570

Dear Mr. Wendel:

The Department of Natural Resources has received your letter dated November 8, 1984 in response to the violation found during the October 18, 1984 inspection, which this Department performed as a representative of the U.S. Environmental Protection Agency to determine compliance with the provisions of the Resource Conservation and Recovery Act, and the State Hazardous Waste Management Act, Act 64, P.A. 1979, as amended.

Your letter has addressed the concerns that were raised as a result of the inspections and is adequate demonstration of compliance with the provisions of the Act. Staff will return to your facility to verify compliance.

Should you have any questions, you may contact this office.

Sincerely,

HAZARDOUS WASTE DIVISION

Leroy Vahovick
Water Quality Specialist
517-322-1687

LV/ms

STATE OF MICHIGAN

JAMES J. BLANCHARD, Governor

DEPARTMENT OF NATURAL RESOURCES

STEVENS T. MASON BUILDING
BOX 30028
LANSING, MI 48909
~~HOWARD A. TANNER, Director~~

RONALD O. SKOOG, Director

November 21, 1983

Mr. Richard Johnson, Supt.
G.M.C. - AC Spark Plug ~~Div~~ - Waste Treatment
Manufacturing Services
3026 Robert T. Longway Boulevard
Flint, Michigan 48503

Re: MID980568570

Dear Mr. Johnson:

On November 18, 1983, staff of the Department of Natural Resources conducted an investigation of your facility located at 3026 Robert T. Longway Boulevard in Flint, Michigan to evaluate compliance of that facility with requirements of Subtitle C of the Resource Conservation and Recovery Act (RCRA), as amended.

My inspection revealed that your facility was in compliance with RCRA at the time of the inspection. Enclosed is a copy of the inspection report for your information.

If you have any questions regarding this matter, please feel free to contact me at (517) 322-1687.

Sincerely,

HAZARDOUS WASTE DIVISION

Leroy Vahovick sp

Leroy Vahovick
Water Quality Specialist
Lansing District

LV/sp

cc: J. Bohunsky/Hazardous Waste Div.
U.S. EPA - Region V

Enclosure

R1026

RCRA Inspection Report

EPA Identification Number: M I D 9 8 0 5 6 8 5 7 0

Installation Name: GMC AC Spark Plug

Location Address: 3026 Robert T. Longway Blvd

City: Flint State: Mich 48503

Date of ~~Inspection~~ Contact: 11/18/83 Time of ~~Inspection~~ Contact (from) 1:45 p (to) _____

Person(s) interviewed	Title	Telephone
Richard Johnson	Superintendent Mfg Services	313-257-7745

Inspector(s)	Agency/Title	Telephone
Leroy Vukovich	Mich DNR water quality spl	517-322-1687

Installation Activity (mark only one box) — Inspection Form(s)

- [X] ~~Treatment~~/Storage/~~Disposal~~ per 40 CFR 265.1 and/or ~~Generation~~ and/or Transportation — A
- [ ] II Treatment/Storage/Disposal (no generation or Transportation) — A
- [ ] II Generation and Transportation — B, C
- [ ] II Generation only — B
- [ ] II Transportation only — C

This facility was inspected on 8/25/83, and it was found to be in Compliance.

The EPA Identification number used on that date was MIT290010243, which was the Temporary I.D. Number.

HES 9-20-83
Code 0

RCRA Inspection Report

EPA Identification Number: MID 270010242

Installation Name: GMC AC Spark Plug Waste Treatment

Location Address: 1300 N Dort

City: Flint   State: Mich

Date of inspection: 8/25   Time of inspection (from) 8:30A (to) 11:45A

Person(s) interviewed	Title	Telephone
H. P. Palmer	Superintendent of [illegible]	257-7744
Dick Johnson	Superintendent of [illegible] Services	257-7745
Jack Goldsworthy	Chief [illegible] & [illegible] plant	257-5546
Carroll Wendel	Supervisor	257-5546

Inspector(s)	Agency/Title	Telephone
Leroy Dobrosik	DNR Water Quality	517-322-1687

Installation Activity (mark only one box) — Inspection Form(s)

- [X] Treatment/Storage/Disposal per 40 CFR 265.1 and/or Generation and/or Transportation — A
- [ ] Treatment/Storage/Disposal (no generation or Transportation) — A
- [ ] Generation and Transportation — B, C
- [ ] Generation only — B
- [ ] Transportation only — C

Section A: SCOPE OF INSPECTION.

1. Interim status standards for treatment storage or disposal of HAZARDOUS WASTES SUBJECT TO 40 CFR 265.1. Complete Inspection Form A sections B, C, D, E, and G.

2. Place an "X" in the box(es) corresponding to the facility's treatment, storage and disposal processes, and generation and/or transportation activity (if any). Complete only the applicable sections and appendixes.

Permit application process(es) (EPA Form 3510-3)			Inspection Form A section(s)
S01	☐	storage in containers	I
S02	☐	storage in tanks	J
T01	☒	treatment in tanks	J
S04	☐	storage in surface impoundment	K,F
T02	☐	treatment in surface impoundment	K,F
D83	☐	disposal in surface impoundment	K,F
S03	☐	storage in waste pile	L
D81	☐	disposal by land application	M,F
D80	☐	disposal in landfill	N,F
T03	☐	treatment by incineration	O/P
T04	☐	treatment in devices other than tanks, surface impoundments, or incinerators	Q

Other activities

GENERATOR	☒	APPENDIX	GN
TRANSPORTER	☐	APPENDIX	TR

3. Indicate any hazardous waste processes, by process code, which have been omitted from Part A of the facility's permit application.

4. Indicate any hazardous waste processes (by process code and line number on EPA Form 3510-3 page 1 of 5) which appear to be eligible for exclusion per 40 CFR 265.1(c). Provide a brief rationale for the possible exclusion.

Section B: GENERAL FACILITY STANDARDS: (Part 265 Subpart B)

	YES	NO	NI*	Remarks
1. Has the Regional Administrator been notified regarding: 265.12				
a. Receipt of hazardous waste from a foreign source?	✓			
b. Facility expansion?		✓		
c. Change of owner or operator?	✓			
2. General Waste Analysis: 265.13				
a. Has the owner or operator obtained a detailed chemical and physical analysis of the waste?	✓			
b. Does the owner or operator have a detailed waste analysis plan on file at the facility?	✓			
c. Does the waste analysis plan specify procedures for inspection and analysis of each movement of hazardous waste from off-site?				N/A
3. Security - Do security measures include: (if applicable) 265.14				
a. 24-Hour surveillance?	✓			
or				
b. i. Artificial or natural barrier around facility?	✓			
and				
ii. Controlled entry?	✓			
c. Danger sign(s) at entrance?	✓			
4. Owner or operator inspections: 265.15				
a. Does the owner or operator inspect the facility for malfunctions, deterioration, operator errors, and dischanges of hazardous waste that may affect human health or the environment?	✓			

*Not Inspected

	YES	NO	NI	Remarks
b. Does the owner or operator have an inspection schedule at the facility?	✓			
c. If so, does the schedule address the inspection of the following items:				
i. monitoring equipment?	✓			
ii. safety and emergency equipment?	✓			
iii. security devices?	✓			
iv. operating and structural equipment (i.e. dikes, pumps, etc.)?	✓			
v. type of problems to be looked for during the inspection (e.g. leaky fitting, defective pump, etc.)?	✓			
vi. inspection frequency (based upon the possible deterioration rate of the equipment)?	✓			
d. Are areas subject to spills inspected daily when in use?	✓			
e. Does the owner or operator maintain an inspection log or summary of owner or operator inspections?	✓			
f. Does the inspection log contain the following information:				
i. the date and time of the inspection?	✓			
ii. the name of the inspector?	✓			
iii. a notation of the observations made?	✓			
iv. the date and nature of any repairs or remedial actions?	✓			
5. Do personnel training records include: 265.16				
a. Job titles?	✓			
b. Job descriptions?	✓			

	YES	NO	NI	Remarks
c. Description of training?	✓			
d. Records of training?	✓			
e. Did facility personnel receive the required training by 5-19-81?				N/A
f. Do new personnel receive required training within six months?	✓			
g. Do personnel training records indicate that personnel have taken part in an annual review of initital training?	✓			
6. If required, are the following special requirements for ignitable, reactive, or incompatible wastes addressed? 265.17				
a. Special handling?				N/A Not required
b. No smoking signs?				Not required
c. Separation and protection from ignition sources?				" "

Section C: PREPAREDNESS AND PREVENTION: (Part 265 Subpart C)

	YES	NO	NI	Remarks
1. Maintenance and Operation of Facility: 265.31 Is there any evidence of fire, explosion, or release of hazardous waste or hazardous waste constituent?		✓		
2. If required, does the facility have the following equipment: 265.32				
a. Internal communications or alarm systems?	✓			
b. Telephone or 2-way radios at the scene of operations?	✓			both
c. Portable fire extinguishers, fire control, spill control equipment and decontamination equipment?	✓			

Indicate the volume of water and/or foam available for fire control:

Qty. of Fluid.

3. Testing and Maintenance of Emergency Equipment: 265.33				
a. Has the owner or operator established testing and maintenance procedures for emergency equipment?	✓			
b. Is emergency equipment maintained in operable condition?	✓			
4. Has owner or operator provided immediate access to internal alarms? (if needed) 265.34	✓			
5. Is there adequate aisle space for unobstructed movement?	✓			
6. Has the owner or operator attempted to make arrangements with local authorities in case of an emergency at the facility?	✓			

Section D: CONTINGENCY PLAN AND EMERGENCY PROCEDURES: (Part 265 Subpart D)

	YES	NO	NI	Remarks
1. Does the Contingency Plan contain the following information: 265.52				
a. The actions facility personnel must take to comply with §265.51 and 265.56 in response to fires, explosions, or any unplanned release of hazardous waste? (If the owner has a Spill Prevention, Control, and Countermeasures (SPCC) Plan, he needs only to amend that plan to incorporate hazardous waste management provisions that are sufficient to comply with the requirements of this Part (as applicable.)	✓			
b. Arrangements agreed by local police departments, fire departments hospitals, contractors, and State and local emergency response teams to coordinate emergency services pursuant to §265.37?	✓			
c. Names, addresses, and phone numbers (office and home) of all persons qualified to act as emergency coordinators?	✓			
d. A list of all emergency equipment at the facility which includes the location and physical description of each item on the list and a brief outline of its capabilities?	✓			
e. An evacuation plan for facility personnel where there is a possibility that evacuation could be necessary? (This plan must describe signal(s) to be used to begin evacuation, evacuation routes, and alternate evacuation routes?)	✓			
2. Are copies of the Contingency Plan available at the site and local emergency organizations? 265.53	✓			SPCC plans

	YES	NO	NI	Remarks
3. Emergency Coordinator 265.55				
a. Is the facility Emergency Coordinator identified?	✓			
b. Is coordinator familiar with all aspects of site operation and emergency procedures?	✓			
c. Does the Emergency Coordinator have the authority to carry out the Contingency Plan?	✓			
4. Emergency Procedures 265.56				
If an emergency situation has occurred at this facility, has the Emergency Coordinator followed the emergency procedures listed in 265.56?				Never occurred

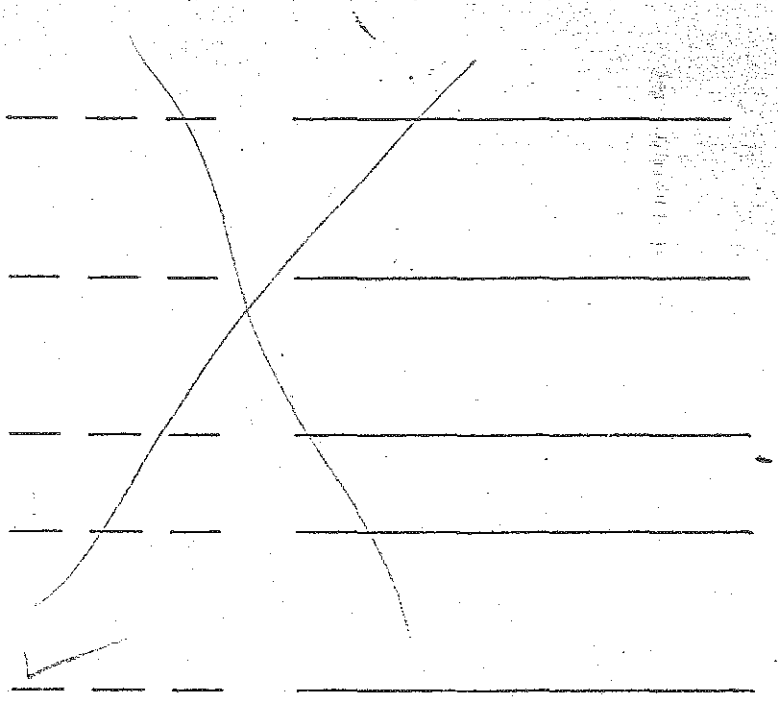
Section E: MANIFEST SYSTEM, RECORDKEEPING, AND REPORTING: (Part 265 Subpart E)

	YES	NO	NI	Remarks
** 1. Use of Manifest System 265.71				
a. Does the facility follow the procedures listed in §265.71 for processing each manifest? (Particularly sending a copy of the signed manifest back to the generator within 30 days after delivery.)	✓			N/E
b. Are records of past shipments retained for 3 years?	✓			
** 2. Does the owner or operator meet requirements regarding manifest discrepancies? 265.72	✓			
3. Operating Record 265.73				
a. Does the owner or operator maintain an operating record as required in 265.73?				
b. Does the operating record contain the following information:				
i. The method(s) and date(s) of each waste's treatment, storage, or disposal as required in 40 CFR Part 265 Appendix I?				
ii. The location and quantity of each hazardous waste within the facility? (This information should be cross-referenced to specific manifest number, if waste was accompanied by by a manifest.)				
***iii. A map or diagram of each cell or disposal area				

** Not applicable to owners or operators of on-site facilities that do not receive any waste from off-site sources.

*** only applies to disposal facilities

	YES	NO	NI	Remarks
showing the location and quantity of each hazardous waste? (This information should be cross-referenced to specific manifest number, if waste was accompanied by a manifest.)				
iv. Records and results of all waste analyses, trial tests, monitoring data, and operator inspections?				
v. Reports detailing all incidents that required implementation of the Contingency Plan?				
vi. All closure and post closure costs as applicable?				
4. Availability of Records 265.74 Are all facility records required under 40 CFR Part 265 available for inspection?				
5.**Unmanifested Waste Reports 265.76				
a. Has the facility accepted any hazardous waste from an off-site generator subject to 40 CFR 262.20 without a manifest or or shipping paper?				
b. If "a" is yes, provide the identity of the source of the waste and a description of the quantity, type, and date received for each unmanifested hazardous waste shipment.				



** Not applicable to owners or operators of on-site facilities that do not receive any hazardous from off-site sources.

Section G - CLOSURE AND POST CLOSURE (Part 265 Subpart G)

	YES	NO	NI	Remarks
1. Closure 265.112				
a. Is the facility closure plan available for inspection?	✓			
b. Does the plan identify:				
i. maximum extent unclosed during facility life?	✓			
ii. maximum hazardous waste inventory?	✓			
iv. estimated year of closure?	✓			
v. schedule of closure activities?	✓			
c. Has closure begun?		✓		
*2. Post-Closure 265.118				
a. Is the post-closure plan available for inspection?	✓			
b. Does this plan contain:				
i. description of groundwater monitoring activities and frequencies?				
ii. description of maintenance activities and frequencies for				
AA. integrity of cap, final cover, or containment structures, where applicable				
BB. facility monitoring equipment				
iii. name, address, and phone number of person or office to contact during post-closure care period?				
c. Has the post-closure period begun?				
d. Is the written post-closure cost estimate available? 265.144				

*Applies only to disposal facilities.

Section I - USE AND MANGEMENT OF CONTAINERS (Part 265, Subpart I)

		YES	NO	NI	Remarks
1.	Are containers in good condition? 265.171	✓			
2.	Are containers compatible with waste in them? 265.172	✓			
3.	Are containers managed to prevent leaks? 265.173	✓			
4.	Are containers stored closed?	✓	✓		Sometimes
5.	Are containers inspected weekly for leaks and defects.	✓			each day
6.	Are ignitable and reactive wastes stored at least 15 meters (50 feet) from the facility property line? (Indicate if waste is ignitable or reactive).	265.176			N/A
7.	Are incompatible wastes stored in separate containers? (If not, the provisions of 40 CFR 265.17(b) apply). 265.177				N/A
8.	Are containers of incompatible waste separated or protected from each other by physical barriers or sufficient distance?				N/A

Section J - TANKS (Part 265, Subpart J)

		YES	NO	NI	Remarks
1.	Are tanks used to store only those wastes which will not cause corrosion, leakage or premature failure of the tank? 265.192	✓			
2.	Do uncovered tanks have at least 60 cm (2 feet) of freeboard, or dikes or other containment structures?	✓			+ T.V. alarms provided
3.	Do continuous feed systems have a waste-feed cutoff?	✓			
4.	Are waste analyses done before the tanks are used to store a substantially different waste than before? 265.193				N/A same material processed.
5.	Are required daily and weekly inspections done? 265.194	✓			
6.	Are reactive & ignitable wastes in tanks protected or rendered non-reactive or non-ignitable? Indicate if waste is ignitable or reactive. (If waste is rendered non-reactive or non-ignitable, see treatment requirements.) 265.198	✓			
7.	Are incompatible wastes stored in separate tanks? (If not, the provisions of 40 CFR 265.17(b) apply.) 265.199	✓			N/A

8. Has the owner or operator observed the National Fire Protection Associations buffer zone requirements for tanks containing ignitable or reactive wastes?

Tank capacity: 2.5 M gallons TOTAL 10 TANKS

Tank diameter: _____ feet (10' Largest) (Smallest 20')

Distance of tank from property line Over 25' feet

(See table 2 - 1 through 2 - 6 of NFPA's "Flammable and Combustible Liquids Code - 1977" to determine compliance.)

Section Q - CHEMICAL, PHYSICAL AND BIOLOGICAL TREATMENT (Part 265, Subpart Q)

	YES	NO	NI	Remarks
1. Is equipment used to treat only those wastes which will not cause leakage, corrosion, or premature failure? 265.401	✓			
2. Is a continuously fed system equipped with a means of hazardous waste inflow stoppage or control (e.g., cut-off system)?	✓			
3. Has the owner or operator addressed the waste analysis requirements of 265.402?	✓			
4. Are inspection procedures followed according to 265.403?	✓			
5. Are the special requirements fulfilled for ignitable or reactive wastes? 265.405				N/A
6. Are incompatible wastes treated? (If yes, 265.17(b) applies.) 265.406				N/A

Note: EPA has temporarily suspended the applicability of the requirements of the hazardous waste regulations in 40 CFR Parts 122, 264 and 265 to owners and operators of (1) wastewater treatment tanks that receive, store, and treat wastewaters that are hazardous waste or that generate, store or treat a wastewater treatment sludge which is a hazardous waste where such wastewaters are subject to regulation under Sections 402 or 307(b) of the Clean Water Act (33 U.S.C. 1251 et seq.) and (2) neutralization tanks, transport vehicles, vessels, or containers which neutralize wastes which are hazardous only because they exhibit the corrosivity characteristics under 40 CFR §261.22, or are listed as hazardous wastes in Subpart D of 40 CFR Part 261 only for this reason.

Section A: Scope

1. Complete this Appendix if the owner or operator of a TSD facility also generates hazardous waste that is subsequently shipped off-site for treatment, storage, or disposal.

Section B: MANIFEST REQUIREMENTS (Part 262, Subpart B)

	YES	NO	NI	Remarks
(1) Does the operator have copies of the manifest available for review? 262.40	✓			
(2) Examine manifests for shipments in past 6 months. Indicate approximate number of manifested shipments during that period. 100				
(3) Do the manifest forms examined contain the following information: (If possible, make copies of, or record information from, manifest(s) that do not contain the critical elements). 262.21				
a. Manifest document number?	✓			
b. Name, mailing address, telephone number, and EPA ID number of Generator	✓			
c. Name and EPA ID Number of Transporter(s)?	✓			
d. Name, address, and EPA ID Number Designated permitted facility and alternate facility?	✓			
e. The description of the waste(s) (DOT shipping name, DOT hazard class, DOT identification number)?	✓			
f. The total quantity of waste(s) and the type and number of containers loaded?	✓			
g. Required certification?	✓			
h. Required signatures?	✓			

(4) Reportable exceptions 262.42

a. For manifests examined in (2) (except for shipments within the last 35 days), enter the number of manifests for which the generator has NOT received a signed copy from the designated facility within 35 days of the date of shipment. None

b. For manifests indicated in (4a), enter the number for which the generator has submitted exception reports (40 CFR 262.42) to the Regional Administrator. None

Section C: PRE-TRANSPORT REQUIREMENTS (Part 262, Subpart C)

	YES	NO	NI	Remarks
Is waste packaged in accordance with DOT regulations? (Required prior to movement of hazardous waste off-site) 262.30	✓			
2. Are waste packages marked and labeled in accordance with DOT regulations concerning hazardous waste materials? (Required for movement of hazardous waste off-site) 262.31 262.32	✓			
3. If required, are placards available to transporters of hazardous waste? 262.33		✓		

4. On-site accumulation of generated hazardous wastes. A HWMF may accumulate hazardous waste it generates either (A) in its storage facility [265.1(b)] or (B) in accordance with 40 CFR 262.34 [see 265.1(c)(7)]. Option B restricts all accumulation to tanks and containers. If the installation elects option A, check this box [ ] and skip to Section D. If the installation elects option B, complete the following observations: See 40 CFR 262.34 January 11, 1982 Revision

	YES	NO	NI	Remarks
a. Is each container clearly marked with the start of accumulation date?				Gondola removed each day
b. Have more than 90 days elapsed since the date inspected in (a)?		✓		N/A Treatment Tanks
c. Do wastes remain in accumulation tanks for more than 90 days?				N/A "
d. Is each container and tank labeled or marked clearly with the words "Hazardous Waste"?	I			N/A Gondola

Section D: - RECORDKEEPING AND REPORTING (Part 262, Subpart D)

	YES	NO	NI	Remarks
1. Are all test results and analyses needed for hazardous waste determinations retained for at least three years? 262.40	✓			

Section E: - INTERNATIONAL SHIPMENTS (Part 262, Subpart E)

	YES	NO	NI	Remarks
1. Has the installation imported or exported Hazardous Waste? 262.50		✓		

(If answered Yes, complete the following as applicable.)

a. Exporting Hazardous waste; has a generator:

RCRA Inspection Report

EPA Identification Number: MIT 270010242

Installation Name: AC SPARK PLUG - WASTE TREATMENT FACILITY

Location Address: 3026 Robert T Longway Blvd

City: Flint State: MI

Date of inspection: Aug 11 Time of inspection (from) 10:30 (to) 2:25

Person(s) interviewed	Title	Telephone
Gordon Schultz	Gen Supervisor	(313) 766-2141
Roy Andrews	Superintendent Mfg Ser	(313) 766-2978
Pat Neef	Clerk	

Inspector(s)	Agency/Title	Telephone
Ralph Smith	DNR - Air Quality	(517) 322-1336
Drue Fiedler	"	"
Valdrew Rodgers	"	"

Installation Activity (mark only one box) — Inspection Form(s)

- [X] Treatment/Storage/Disposal per 40 CFR 265.1 and/or Generation and/or Transportation — (A)
- [ ] Treatment/Storage/Disposal (no generation or Transportation) — A
- [ ] Generation and Transportation — B, C
- [ ] Generation only — B
- [ ] Transportation only — C

MIT 270010242

INSPECTION FORM A

Section A: SCOPE OF INSPECTION.

1. Interim status standards for treatment storage or disposal of HAZARDOUS WASTES SUBJECT TO 40 CFR 265.1. Complete Inspection Form A sections B, C, D, E, and G.

2. Place an "X" in the box(es) corresponding to the facility's treatment, storage and disposal processes, and generation and/or transportation activity (if any). Complete only the applicable sections and appendixes.

Permit application process(es) (EPA Form 3510-3)			Inspection Form A section(s)
S01	[ ]	storage in containers	I
S02	[ ]	storage in tanks	J
T01	[ ]	treatment in tanks	J
S04	[ ]	storage in surface impoundment	K,F
T02	[ ]	treatment in surface impoundment	K,F
D83	[ ]	disposal in surface impoundment	K,F
S03	[ ]	storage in waste pile	L
D81	[ ]	disposal by land application	M,F
D80	[ ]	disposal in landfill	N,F
T03	[ ]	treatment by incineration	O/P
T04	[X]	treatment in devices other than tanks, surface impoundments, or incinerators	(Q)

Other activities

GENERATOR	[X]	APPENDIX	(GN)
TRANSPORTER	[ ]	APPENDIX	TR

3. Indicate any hazardous waste processes, by process code, which have been omitted from Part A of the facility's permit application.

4. Indicate any hazardous waste processes (by process code and line number on EPA Form 3510-3 page 1 of 5) which appear to be eligible for exclusion per 40 CFR 265.1(c). Provide a brief rationale for the possible exclusion.

Section B: GENERAL FACILITY STANDARDS: (Part 265 Subpart B)

	YES	NO	NI*	Remarks
1. Has the Regional Administrator been notified regarding: 265.12				
a. Receipt of hazardous waste from a foreign source?			✓	
b. Facility expansion?		✓		
c. Change of owner or operator?		✓		
2. General Waste Analysis: 265.13				
a. Has the owner or operator obtained a detailed chemical and physical analysis of the waste?	✓			
b. Does the owner or operator have a detailed waste analysis plan on file at the facility?	✓			
c. Does the waste analysis plan specify procedures for inspection and analysis of each movement of hazardous waste from off-site?	✓			
3. Security - Do security measures include: (if applicable) 265.14				
a. 24-Hour surveillance? or	✓			
b. i. Artificial or natural barrier around facility? and	✓			
ii. Controlled entry?	✓			
c. Danger sign(s) at entrance? - letter states this as a violation A.E.C. 1/11/83.	✓			
4. Owner or operator inspections: 265.15				
a. Does the owner or operator inspect the facility for malfunctions, deterioration, operator errors, and dischanges of hazardous waste that may affect human health or the environment?	✓			

*Not Inspected

	YES	NO	NI	Remarks
b. Does the owner or operator have an inspection schedule at the facility?	✓			
c. If so, does the schedule address the inspection of the following items:				
i. monitoring equipment?			✓	
ii. safety and emergency equipment?	✓			
iii. security devices?			✓	
iv. operating and structural equipment (i.e. dikes, pumps, etc.)?	✓			
v. type of problems to be looked for during the inspection (e.g. leaky fitting, defective pump, etc.)?	✓			
vi. inspection frequency (based upon the possible deterioration rate of the equipment)?	✓			
d. Are areas subject to spills inspected daily when in use?	✓			
e. Does the owner or operator maintain an inspection log or summary of owner or operator inspections?	✓			
f. Does the inspection log contain the following information:				
i. the date and time of the inspection?	✓			
ii. the name of the inspector?	✓			
iii. a notation of the observations made?	✓			
iv. the date and nature of any repairs or remedial actions?	✓			
5. Do personnel training records include: 265.16				
a. Job titles?	✓			
b. Job descriptions?	✓			

	YES	NO	NI	Remarks
c. Description of training?	✓			
d. Records of training?	✓			
e. Did facility personnel receive the required training by 5-19-81?	✓			
f. Do new personnel receive required training within six months?	✓			
g. Do personnel training records indicate that personnel have taken part in an annual review of initital training?				
6. If required, are the following special requirements for ignitable, reactive, or incompatible wastes addressed? 265.17				
a. Special handling?	✓			
b. No smoking signs?	✓			
c. Separation and protection from ignition sources?	✓			

Section C: PREPAREDNESS AND PREVENTION: (Part 265 Subpart C)

	YES	NO	NI	Remarks
1. Maintenance and Operation of Facility: 265.31 Is there any evidence of fire, explosion, or release of hazardous waste or hazardous waste constituent?		✓		
2. If required, does the facility have the following equipment: 265.32				
a. Internal communications or alarm systems?	✓			
b. Telephone or 2-way radios at the scene of operations?	✓			
c. Portable fire extinguishers, fire control, spill control equipment and decontamination equipment?	✓			

Indicate the volume of water and/or foam available for fire control:

500,000 gallons water + city water supply, foam and CO_2

3. Testing and Maintenance of Emergency Equipment: 265.33				
a. Has the owner or operator established testing and maintenance procedures for emergency equipment?	✓			
b. Is emergency equipment maintained in operable condition?	✓			
4. Has owner or operator provided immediate access to internal alarms? (if needed) 265.34	✓			
5. Is there adequate aisle space for unobstructed movement?	✓			
6. Has the owner or operator attempted to make arrangements with local authorities in case of an emergency at the facility?		✓		Company believes their own fire, police and hospital can adequately handle emergency situation

Section D: CONTINGENCY PLAN AND EMERGENCY PROCEDURES: (Part 265 Subpart D)

	YES	NO	NI	Remarks
Does the Contingency Plan contain the following information: 265.52				
a. The actions facility personnel must take to comply with §265.51 and 265.56 in response to fires, explosions, or any unplanned release of hazardous waste? (If the owner has a Spill Prevention, Control, and Countermeasures (SPCC) Plan, he needs only to amend that plan to incorporate hazardous waste management provisions that are sufficient to comply with the requirements of this Part (as applicable.)	✓			
b. Arrangements agreed by local police departments, fire departments hospitals, contractors, and State and local emergency response teams to coordinate emergency services pursuant to §265.37?		✓		Company believes their own staff can adequately handle emergency situations
c. Names, addresses, and phone numbers (office and home) of all persons qualified to act as emergency coordinators?	✓			
d. A list of all emergency equipment at the facility which includes the location and physical description of each item on the list and a brief outline of its capabilities?		✓		A complete list of all locations is not feasible due to the large number and constant relocation of equipment
e. An evacuation plan for facility personnel where there is a possibility that evacuation could be necessary? (This plan must describe signal(s) to be used to begin evacuation, evacuation routes, and alternate evacuation routes?)	✓			
2. Are copies of the Contingency Plan available at the site and local emergency organizations? 265.53		✓		

	YES	NO	NI	Remarks
3. Emergency Coordinator 265.55				
a. Is the facility Emergency Coordinator identified?	✓			
b. Is coordinator familiar with all aspects of site operation and emergency procedures?	✓			
c. Does the Emergency Coordinator have the authority to carry out the Contingency Plan?	✓			
4. Emergency Procedures 265.56				
If an emergency situation has occurred at this facility, has the Emergency Coordinator followed the emergency procedures listed in 265.56?			✓	no emergency situation has occured.

Section E: MANIFEST SYSTEM, RECORDKEEPING, AND REPORTING: (Part 265 Subpart E)

	YES	NO	NI	Remarks
* 1. Use of Manifest System 265.71				
a. Does the facility follow the procedures listed in §265.71 for processing each manifest? (Particularly sending a copy of the signed manifest back to the generator within 30 days after delivery.)	✓			
b. Are records of past shipments retained for 3 years?	✓			
** 2. Does the owner or operator meet requirements regarding manifest discrepancies? 265.72				NOT Applicable

** Not applicable to owners or operators of on-site facilities that do not receive any waste from off-site sources.

3. Operating Record 265.73				
a. Does the owner or operator maintain an operating record as required in 265.73?	✓			
b. Does the operating record contain the following information:				
i. The method(s) and date(s) of each waste's treatment, storage, or disposal as required in 40 CFR Part 265 Appendix I?	✓			
ii. The location and quantity of each hazardous waste within the facility? (This information should be cross-referenced to specific manifest number, if waste was accompanied by by a manifest.)	✓			
***iii. A map or diagram of each cell or disposal area				

*** only applies to disposal facilities

	YES	NO	NI	Remarks
showing the location and quantity of each hazardous waste? (This information should be cross-referenced to specific manifest number, if waste was accompanied by a manifest.)				not applicable
iv. Records and results of all waste analyses, trial tests, monitoring data, and operator inspections?	✓			
v. Reports detailing all incidents that required implementation of the Contingency Plan?				have not implemented the contingency plan. not applicable
vi. All closure and post closure costs as applicable?	✓			
4. Availability of Records 265.74 Are all facility records required under 40 CFR Part 265 available for inspection?	✓			
5.**Unmanifested Waste Reports 265.76 a. Has the facility accepted any hazardous waste from an off-site generator subject to 40 CFR 262.20 without a manifest or or shipping paper?				not applicable
b. If "a" is yes, provide the identity of the source of the waste and a description of the quantity, type, and date received for each unmanifested hazardous waste shipment.				

** Not applicable to owners or operators of on-site facilities that do not receive any hazardous from off-site sources.

Section C - CLOSURE AND POST CLOSURE (Part 265 Subpart G)

	YES	NO	NI	Remarks
1. Closure 265.112				
a. Is the facility closure plan available for inspection?	✓			
b. Does the plan identify:				
i. maximum extent unclosed during facility life?		✓		not Applicable
ii. maximum hazardous waste inventory?	✓			
iv. estimated year of closure?		✓		the company cannot foresee closure or estimate a year for closure
v. schedule of closure activities?	✓			
c. Has closure begun?		✓		
*2. Post-Closure 265.118				
a. Is the post-closure plan available for inspection?				
b. Does this plan contain:				
i. description of groundwater monitoring activities and frequencies?				
ii. description of maintenance activities and frequencies for				
AA. integrity of cap, final cover, or containment structures, where applicable				
BB. facility monitoring equipment				
iii. name, address, and phone number of person or office to contact during post-closure care period?				
c. Has the post-closure period begun?				
d. Is the written post-closure cost estimate available? 265.144				

*pplies only to disposal facilities.

Section Q - CHEMICAL, PHYSICAL AND BIOLOGICAL TREATMENT (Part 265, Subpart Q)

	YES	NO	NI	Remarks
1. Is equipment used to treat only those wastes which will not cause leakage, corrosion, or premature failure? 265.401	✓			
2. Is a continuously fed system equipped with a means of hazardous waste inflow stoppage or control (e.g., cut-off system)?	✓			
3. Has the owner or operator addressed the waste analysis requirements of 265.402?	✓			
4. Are inspection procedures followed according to 265.403?	✓			
5. Are the special requirements fulfilled for ignitable or reactive wastes? 265.405	✓			The company doesn't allow ignitable waste to be sent to the treatment plant
6. Are incompatible wastes treated? (If yes, 265.17(b) applies.) 265.406	✓			Segregated waste streams

Note: EPA has temporarily suspended the applicability of the requirements of the hazardous waste regulations in 40 CFR Parts 122, 264 and 265 to owners and operators of (1) wastewater treatment tanks that receive, store, and treat wastewaters that are hazardous waste or that generate, store or treat a wastewater treatment sludge which is a hazardous waste where such wastewaters are subject to regulation under Sections 402 or 307(b) of the Clean Water Act (33 U.S.C. 1251 et seq.) and (2) neutralization tanks, transport vehicles, vessels, or containers which neutralize wastes which are hazardous only because they exhibit the corrosivity characteristics under 40 CFR §261.22, or are listed as hazardous wastes in Subpart D of 40 CFR Part 261 only for this reason.

Section A: Scope

1. Complete this Appendix if the owner or operator of a TSD facility also generates hazardous waste that is subsequently shipped off-site for treatment, storage, or disposal.

Section B: MANIFEST REQUIREMENTS (Part 262, Subpart B)

	YES	NO	NI	Remarks
(1) Does the operator have copies of the manifest available for review? 262.40	✓			
(2) Examine manifests for shipments in past 6 months. Indicate approximate number of manifested shipments during that period. 60				
(3) Do the manifest forms examined contain the following information: (If possible, make copies of, or record information from, manifest(s) that do not contain the critical elements). 262.21				
a. Manifest document number?	✓			
b. Name, mailing address, telephone number, and EPA ID number of Generator	✓			
c. Name and EPA ID Number of Transporter(s)?	✓			
d. Name, address, and EPA ID Number Designated permitted facility and alternate facility?	✓			
e. The description of the waste(s) (DOT shipping name, DOT hazard class, DOT identification number)?	✓			
f. The total quantity of waste(s) and the type and number of containers loaded?	✓			
g. Required certification?	✓			
h. Required signatures?	✓			

(4) Reportable exceptions 262.42

a. For manifests examined in (2) (except for shipments within the last 35 days), enter the number of manifests for which the generator has NOT received a signed copy from the designated facility within 35 days of the date of shipment. none

b. For manifests indicated in (4a), enter the number for which the generator has submitted exception reports (40 CFR 262.42) to the Regional Administrator. —

Section C: PRE-TRANSPORT RE REMENTS (Part 262, Subpart C)

	YES	NO	NI	Remarks
1. Is waste packaged in accordance with DOT regulations? (Required prior to movement of hazardous waste off-site) 262.30	✓			
2. Are waste packages marked and labeled in accordance with DOT regulations concerning hazardous waste materials? (Required for movement of hazardous waste off-site) 262.31 262.32	✓			
3. If required, are placards available to transporters of hazardous waste? 262.33	✓			

4. On-site accumulation of generated hazardous wastes. A HWMF may accumulate hazardous waste it generates either (A) in its storage facility [265.1(b)] or (B) in accordance with 40 CFR 262.34 [see 265.1(c)(7)]. Option B restricts all accumulation to tanks and containers. If the installation elects option A, check this box [X] and skip to Section D. If the installation elects option B, complete the following observations: See 40 CFR 262.34 January 11, 1982 Revision

a. Is each container clearly marked with the start of accumulation date?				
b. Have more than 90 days elapsed since the date inspected in (a)?				
c. Do wastes remain in accumulation tanks for more than 90 days?				
d. Is each container and tank labeled or marked clearly with the words "Hazardous Waste"?				

Section D: - RECORDKEEPING AND REPORTING (Part 262, Subpart D)

	YES	NO	NI	Remarks
1. Are all test results and analyses needed for hazardous waste determinations retained for at least three years? 262.40	✓			

Section E: - INTERNATIONAL SHIPMENTS (Part 262, Subpart E)

	YES	NO	NI	Remarks
1. Has the installation imported or exported Hazardous Waste? 262.50		✓		

(If answered Yes, complete the following as applicable.)

a. Exporting Hazardous waste; has a generator:

1. SUBJECT: Compliance Status - Per May 21, 1982 Inspection - MID980791529

Bill Barr
16705 Wood Road
Dewitt, Michigan

The company has completed the containment structures and inside parking area concrete work. Compliance was confirmed by February 9, 1983 visit to the facility.

2. SUBJECT: Container Specialties - Flint - MID005361597 - Warning letter sent April 19, 1982

Container Specialties, Inc.
3261 Flushing Road
Flint, Michigan

Container Specialties, Inc., provided the required material on May 30, 1982. This information appears to fulfill the requirements of 265.52(e) of the Code of Federal Regulations. The company is in compliance.

MID 980568570

3. SUBJECT: AC Spark Plug - Flint - MIT270010242 - Warning letter sent October 26, 1982

G.M.C. - AC Spark Plug Division
1300 North Dort Highway
Flint, Michigan 48556

The company responded to the warning on November 29, 1982 by letter from Roy C. Andrews, Superintendent of Manufacturing Services, Plant Engineering, and Tool Rooms.

All of the items of deficiency were addressed in this letter, indicating that they are now in compliance.

Our staff has not verified this with an on-site inspection.

D. Corrective Action

NP

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION V

DATE: MAR 09 1992

SUBJECT: Modifications to RCRIS

FROM: Kevin M. Pierard, Chief
OH/MN Technical Enforcement Section
RCRA Enforcement Branch

ORIGINAL SIGNED BY
KEVIN M. PIERARD

TO: Jane Ratcliffe, Chief
Information Management Section

Preliminary Assessment/Visual Site Inspections (PA/VSIs) were scheduled to be performed at the following facilities. Based upon a review of the file information, the following facilities were found to be protective filers:

1. GMC, AC Rochester Division (formerly AC Spark Plug Division) Wastewater Treatment Plan MID 980 568 570 (formerly MIT 270 010 242); and

2. Cedar Services. Inc., Bemidji, Minnesota, MND 062 830 674

The following facility's status should be modified:

The Diversey Corporation, Arlington Heights, Illinois, ILD 056 637 861 - A PA/VSI was scheduled to be performed at this facility. However, upon further review of the files, it was discovered that the facility treated corrosive wastes in an elementary neutralization unit. This process is exempt under RCRA and was the only hazardous waste management process conducted at this facility.

The Resource Conservation and Recovery Information System (RCRIS) should be modified to reflect the preceding information.

If you have any questions, please contact me at 886-4448.

HRE-8J:FHARRIS:6-2884:11/21/91 DISK#2 CHRYSLER.MEM

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CONCURRENCE REQUESTED FROM REB			
OTHER STAFF	REB STAFF	REB SECTION CHIEF	REB BRANCH CHIEF
	3/4/92	3-9-92	

Facility Name GMC - AC Spark Plug
Location (City, State) Flint, MI
EPA I.D.# MID 980 568 570
Reviewer Name BF
Date of Review 3/20/86

SUMMARY OF FACILITY CERTIFICATION
REGARDING POTENTIAL RELEASES
FROM SOLID WASTE MANAGEMENT UNITS

(1) Are there any solid waste management units?

Yes X No _____ Undetermined _____

(2) If answer to (1) is Yes, list the units by type, number and operating status. If answer to (1) is No or undetermined, go to Question (5).

	Type of Unit	Status
a.	underground storage tank	active
b.		
c.		
d.		
e.		
f.		
g.		
h.		
i.		
j.		

(3) For each type of unit listed in (2), summarize the types and volumes of wastes handled.

	Type of Unit	Type of Waste	Volume of Wastes
a.	underground storage tank	waste oil (BBE)	3,760 gal
b.			
c.			
d.			
e.			
f.			
g.			
h.			
i.			
j.			

(4) Summarize all releases of hazardous waste or constituents, and check box as to whether company claims it was fully corrected.

	Releases		Corrected?	
a.	transportation release of waste water sludge (metal hydroside sludge filtrate) July 25, 1984	Yes X	No ____	Undetermined ____
b.		Yes ____	No ____	Undetermined ____
c.		Yes ____	No ____	Undetermined ____
d.		Yes ____	No ____	Undetermined ____
e.		Yes ____	No ____	Undetermined ____
f.		Yes ____	No ____	Undetermined ____
g.		Yes ____	No ____	Undetermined ____
h.		Yes ____	No ____	Undetermined ____
i.		Yes ____	No ____	Undetermined ____
j.		Yes ____	No ____	Undetermined ____

(5) Certification: Yes X No ____

(6) Is additional information necessary? Yes X No ~~X~~

(7) Comments: Certification signed by Superintendent of Mfg Srcs. - signature may not be adequate
Need more information on waste o.!